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MARYLAND GREENWAYS

ATLAS

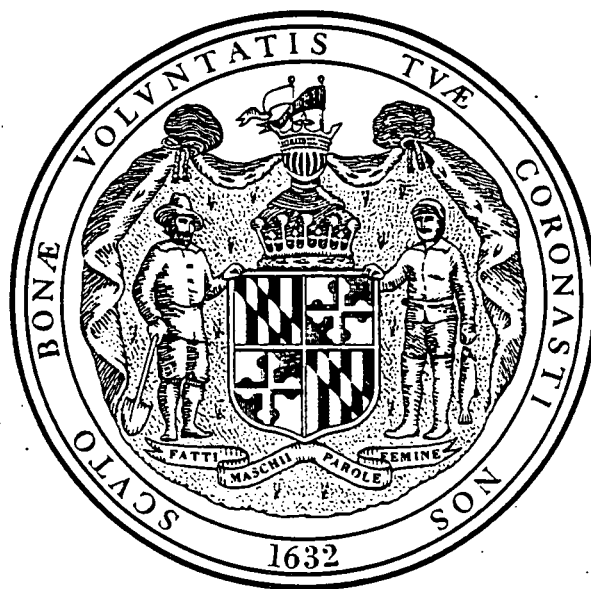


December 1992

William Donald Schaefer, Governor, State of Maryland

MARYLAND GREENWAYS

ATLAS



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&

THE MARYLAND DEPARTMENT OF NATURAL RESOURCES

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December 1992

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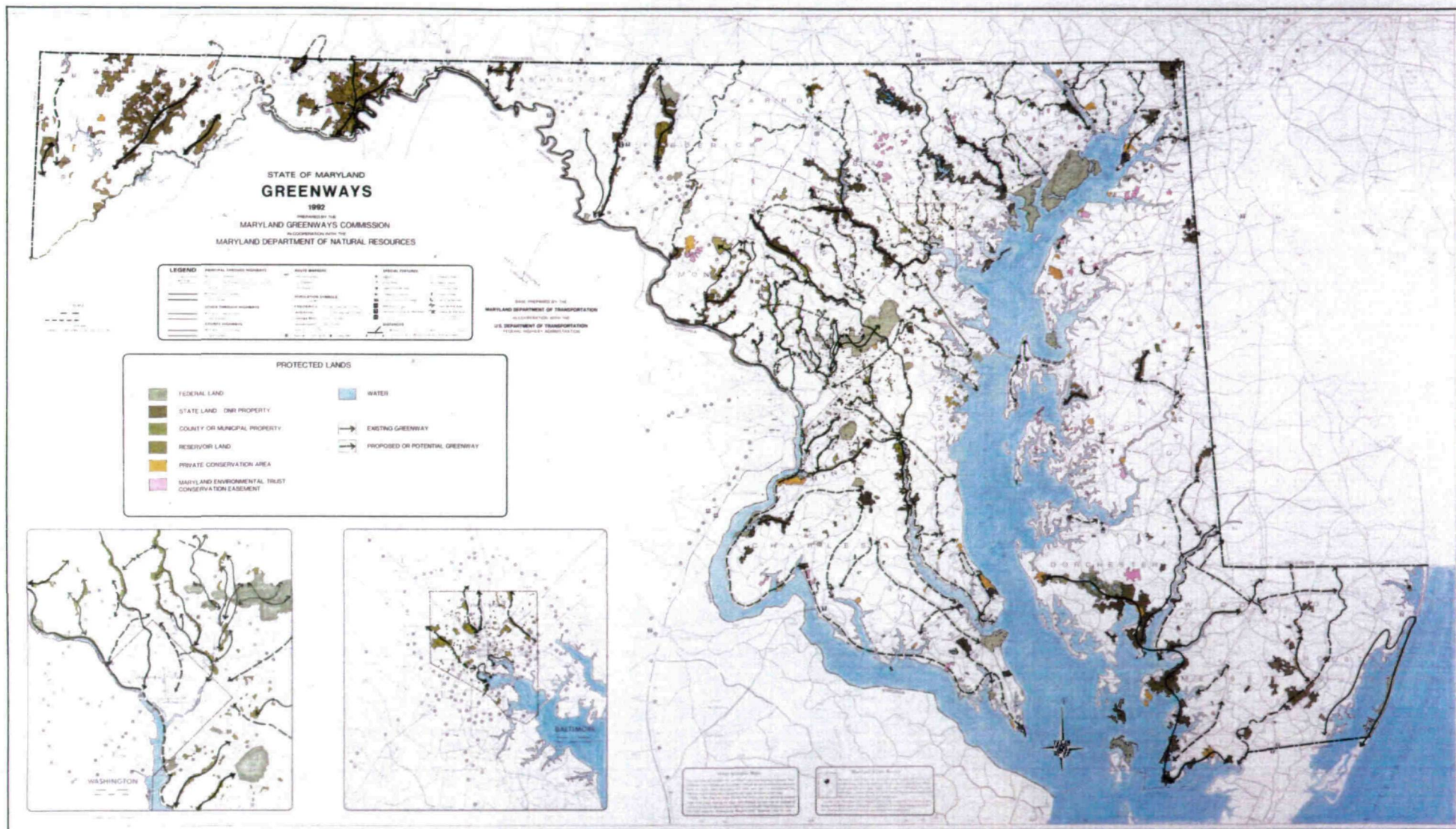
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Also instrumental in this process were representatives of the planning agencies and departments of recreation and parks in each of the 23 counties and Baltimore City. Thanks to the efforts of the local liaisons to the Maryland Greenways Commission, review meetings were held in each jurisdiction to assemble the information in this document.

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INTRODUCTION

The Maryland Greenways Program

Greenways are protected corridors of open space, maintained in a largely natural state for a variety of purposes, including water quality protection, wildlife enhancement, aesthetic relief, recreation, non-motorized transportation and environmental education. All greenways serve at least one of these primary functions, and most offer some combination. Greenways are often associated with a linear natural feature like a stream, a coast or the ridge of a mountain. Ideally, they incorporate or link larger open spaces.

The Maryland Greenways Commission was established by Governor William Donald Schaefer in March 1990. As stated in the commission's initial report, the goal of Maryland's program is to create a statewide, natural infrastructure by protecting and connecting important natural corridors throughout the state. To do this, all efforts, federal, state, local and private, must be coordinated. Compiling an inventory and atlas of existing and proposed greenway corridors was seen as a crucial step in fostering this cooperation. Many greenways involve more than one jurisdiction, and information on future plans, progress and obstacles are essential to developing a connected system of greenways.

The Maryland Greenways Commission developed an atlas which contains information on small, local greenways as well as regional and interstate greenway corridors. Regional greenways include the Patuxent Regional Greenway, the Patapsco Regional Greenway, the Pocomoke River Greenway and the Susquehanna River Greenway. Proposed interstate greenways include the Allegheny Highlands Trail, the Marshyhope Ponds Greenway, the Nanticoke River Greenway, the Potomac River Greenway and the Tri-State Greenway. These projects all have interjurisdictional groups working with state and federal agencies to establish cooperative efforts aimed at protecting these corridors.

Funding for Greenway Projects

The descriptions of greenway corridors contain references to a number of programs used to secure protection for land. The most prominent land protection program in Maryland is Program Open Space (POS). Established in 1969, this program has provided about \$39 million a year for land conservation and development of recreation sites. The program is funded by a 0.5 percent real estate transfer tax that generates between \$60 and \$70 million a year. The \$39 million cap on the program was scheduled to be gradually lifted; however, severe economic problems resulted in all POS funds being diverted to the state's general fund in FY92 and FY93.

Although the Maryland General Assembly provided minimal bond authority for POS during these years, the program was virtually lifeless until October 1992, when \$3 million in state acquisition projects were approved for bond funding, providing for purchase of 10 properties. Because POS provides significant funding for both state and local land acquisitions, greenway efforts have been severely restricted due to cutbacks in this program. It is hoped that the POS will be reinstated at its full funding level in future years.

A new financing tool that emerged in 1992 came from the Federal Highway Administration's new Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This revamping of the federal highway bill requires states to spend 10 percent of its allocation for the Surface Transportation Program on "transportation enhancements." Transportation enhancements can fall into the following categories:

- pedestrian or bicycle facilities;
- acquisition of scenic easements and scenic or historic sites;
- scenic or historic highway programs;
- landscaping and other scenic beautification;
- historic preservation;
- rehabilitation and operation of historic transportation buildings, structures or facilities -- including historic railroad facilities and canals;
- preservation of abandoned railway corridors -- including conversion for use as bicycle or pedestrian trails;
- control and removal of outdoor advertising;
- archeological planning and research; and
- mitigation of water pollution due to highway runoff.

Maryland is fortunate to have the secretary of the Maryland Department of Transportation (MDOT) also serving as the chairman of the Maryland Greenways Commission. Because of this, the Department of Natural Resources (DNR) and MDOT have enjoyed a period of unprecedented cooperation.

The Secretary of MDOT has designated the acquisition of property for greenways a priority for ISTEA grant awards in Maryland. Information on applying for funding under this program was provided to each of the local liaisons to the greenways commission. The state's transportation enhancement program is funded at approximately \$6 million a year (for a six-year period). A 50 percent match is required by all project sponsors.

Developing the Maryland Greenways Atlas

This document contains a brief description of existing and potential greenways in each Maryland county and Baltimore City. The greenways atlas was compiled by the Maryland Greenways Commission, in conjunction with local governments, DNR and the Maryland Office of Planning (MOP).

With funding assistance from the National Park Service, DNR has developed an extensive geographic information system (GIS). The GIS can produce maps at various scales showing protected lands anywhere in Maryland. Information in the system includes: national register historic standing structures, Chesapeake Bay public access points, railroads, power transmission lines, wetlands, county/municipal parks, DNR properties (parks, forests, wildlife management areas, natural environment areas, natural resource management areas, heritage conservation sites), Maryland Environmental Trust (MET) easements, reservoir lands, fish management areas, lands owned by private conservation organizations, and lands under easement with the state's agricultural land preservation program. Maps were produced for each jurisdiction and distributed for review.

To identify existing and potential greenway corridors, each county's liaison to the Maryland Greenways Commission was asked to pull together appropriate people from their jurisdiction to meet with a team of state officials to review the GIS map and to identify greenway corridors. The state team consisted of representatives from the Maryland Greenways Commission, MOP, and DNR's Program Open Space and Greenways and Resource Planning units.

Participation at the local level varied. The meetings typically included representatives from the planning agency and the department of recreation and parks. In many instances the meeting was expanded to include others, such as user groups, public works officials, environmental planners, transportation officials, consultants, and business representatives.

The counties and Baltimore City have been asked by MOP to include a greenways element in their revised open space plans. Several counties have been involved in greenway planning for some time; others are just beginning to consider greenway possibilities. Some Maryland counties, such as Prince George's and Montgomery, have a long history of stream valley protection. Others, such as Baltimore City, Baltimore County and Howard County, have more recently developed aggressive programs to protect designated corridors. The more developed counties have experienced the need to protect sensitive stream corridors and have taken steps to acquire land and require dedications

during the subdivision process. Urban areas are also looking to incorporate alternative transportation corridors in appropriate greenways, often providing links to mass transit facilities.

A number of the more rural counties are just beginning to explore the greenways concept. Their interest often leans toward providing corridors with recreational components that will attract visitors and enhance local economies. All areas, however, are becoming aware of the need to establish protection for valued natural and cultural resources. Many are discovering the benefits of establishing natural corridors that provide pedestrian access to historic sites, main streets and recreation areas.

Greenways Included in the Atlas

In developing Maryland's first statewide greenways atlas, a rather broad definition of "greenway" was utilized. This definition is expected to be refined to include more specific requirements as the greenways program matures. To be included as an existing greenway in this atlas, the corridor must have some form of permanent protection and a management plan. Existing greenways are shown by a solid green arrow, with any gaps shown as a dashed line. Potential greenways include those corridors currently in the planning stage and those at the conceptual stage. These corridors are represented in the atlas by a dashed arrow.

The atlas also includes a few greenway connectors, such as urban promenades or boardwalks. While not serving an environmental purpose, these connectors are important components of a greenway system as they provide pedestrian links to natural areas in heavily developed parts of the state. The Governor's Bicycle Committee has expressed an interest in providing an overlay of bicycle paths for the greenway maps. This layer would provide additional information on connectors for the greenway network.

Future Steps

This atlas is the first step in identifying the greenway possibilities around the state. Changes to the potential corridors noted in the atlas are expected. Some opportunities to protect a corridor will disappear; others will emerge. The Maryland Greenways Commission will continuously update the inventory of statewide greenway projects, and future editions of the atlas will reflect these changes.

Developing the atlas has already stimulated additional greenway planning and cooperative efforts in Maryland. The state team will continue to work with local officials and citizen groups to secure protection of the potential corridors

identified and to fill in gaps in existing corridors. Specific actions will be designed to:

- Support efforts to revive POS.
- Develop greenway acquisition projects to be jointly funded by POS and ISTEA.
- Integrate planned greenway projects into DNR's capital budget and strategic plan.
- Promote the greenways concept to a broader audience by making presentations to local planning boards, chambers of commerce, professional associations and the educational community.
- Hold a regional greenways conference to learn program techniques being used by others.
- Continue support and involvement in regional and interstate greenway efforts, including:

Allegheny Highlands Trail

Complete study of proposed trail alignments

Marshyhope Ponds

Secure funding for acquisition of property on Maryland side, and work with Delaware to extend the corridor along the length of the creek.

Patapsco Regional Greenway

Continue working with the regional advisory committee to share information and foster coordination.

Work with interjurisdictional subcommittees that will be established to help secure protection for gaps along the lower Patapsco, to extend protection along the South Branch and the Gwynns Falls, and to provide connections to the Patuxent Regional Greenway and the Gunpowder Falls Greenway.

Develop community outreach program to gain support for completing the Patapsco Regional Greenway and to demonstrate the public benefits of the system.

Coordinate efforts with the federal initiative to address water quality in several rivers in the Baltimore area, including the Patapsco.

Potomac River Greenway

Determine the greenway goals of each local government along both sides of the river.

Coordinate efforts with those of the Chesapeake Bay Commission (now focusing on tributaries to the bay), federal agencies, non profits, the Interstate Commission on the Potomac River Basin, and others to unify the efforts of those interested in protecting and promoting the Potomac River.

Support efforts to restore the North Branch of the Potomac and secure protection of the existing natural corridor.

Provide educational materials on the historical significance of the river and the benefits of establishing a greenway corridor along the Potomac.

Susquehanna River Greenway

Utilize study prepared by students at Towson State University to begin action on land protection and trail development.

Continue discussions with Philadelphia Electric Company and other large, private landholders to identify a suitable corridor.

Tri-State Greenway

Continue discussions with representatives from Pennsylvania and Delaware on possible connections between Fair Hill Natural Resource Management Area, Walter Carpenter State Park and White Clay Creek Preserve.

Consider using ISTEA funding from all three states to establish connections between the properties.

The Greenways Commission will continue to work with local governments, citizen groups and private organizations to coordinate efforts to establish greenway corridors and linkages to the statewide system. Technical assistance is available from the Greenways and Resource Planning staff in DNR, and staff from Program Open Space can assist in identifying funding options for specific projects.

It should be emphasized that local planning and zoning requirements have a major impact on greenway corridors. Requirements under the new Maryland Economic Growth, Resource Protection and Planning Act should inspire local governments to use their powers to protect valuable, natural corridors.

Atlas of Maryland Greenways

LEGEND

-  Primary Road
-  Secondary Road
-  Railroad
-  Air Landing Strip
-  State or County Boundary
-  Water
-  County Park or
other County Property
-  Department of Natural
Resources Property
-  Federal Land
-  Maryland Environmental
Trust Easement
-  Private Conservation
Area
-  Reservoir Land
-  Existing Greenway
-  Potential Greenway

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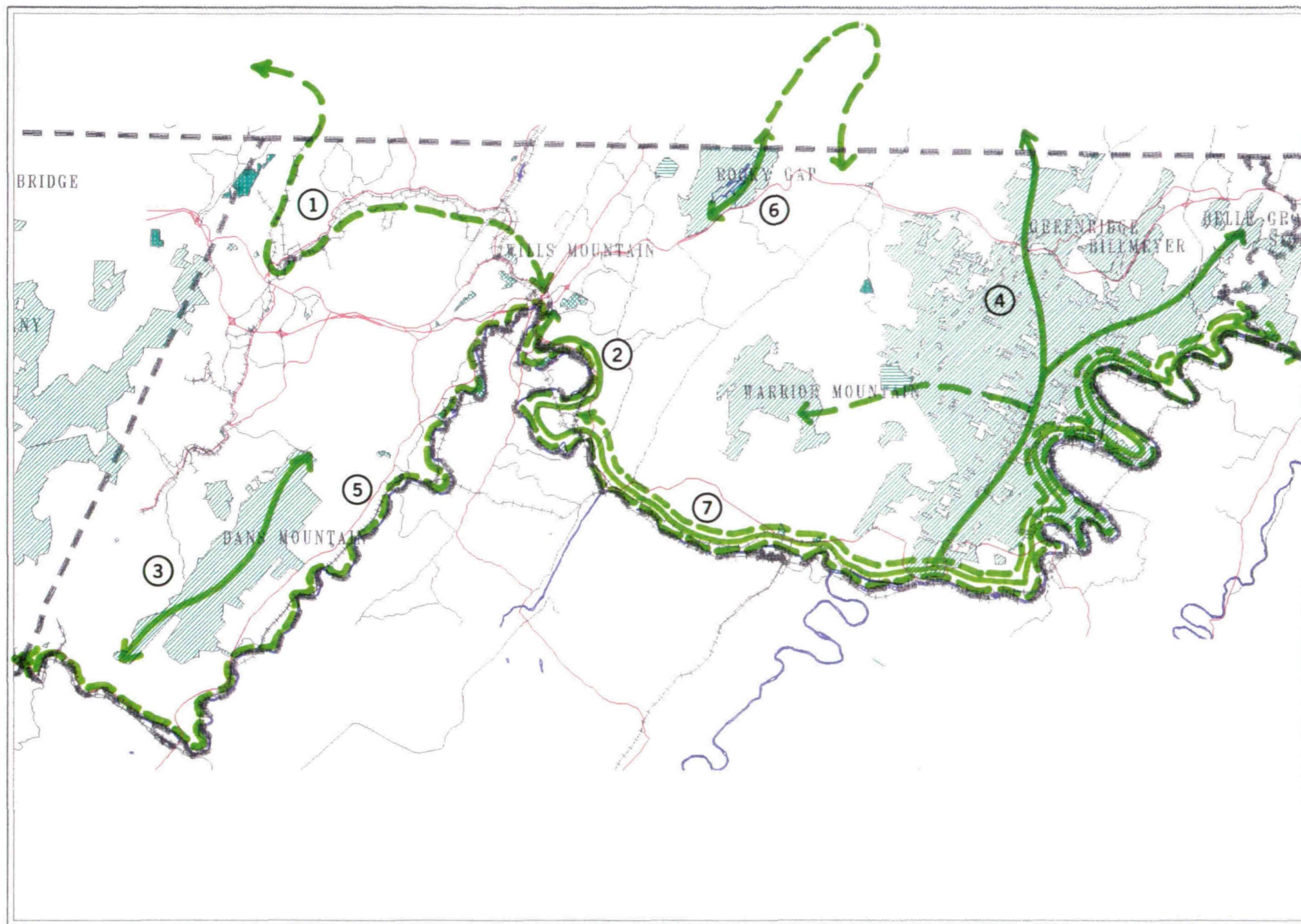


ALLEGANY COUNTY

ALLEGANY COUNTY

1. *Allegheny Highlands Trail*
2. *C&O Canal National Historical Park*
3. *Dan's Mountain*
4. *Green Ridge*
5. *Potomac River Greenway*
6. *Rocky Gap Greenway*
7. *Western Maryland Rail Trail*

SECRET





ALLEGANY COUNTY GREENWAYS

For many years, outdoorsmen in Allegany County have used abandoned railroads, logging roads, and other means of access to travel into the mountains both east and west of Cumberland to hunt, fish, hike, and generally get away from it all. Only recently have property owners begun to restrict access to outdoorsmen through many of these traditional trails. Thus, it is important to establish public access trails, while they are still available in these areas. The state greenways program is one method of assuring public access to and through the mountains of Western Maryland.

Allegheny Highlands Trail: a proposed multi-use, 57-mile trail between Confluence, Pennsylvania and Cumberland, Maryland. The proposed Allegheny Highlands Trail has interstate significance and the potential to become a tremendous outdoor recreational resource. In 1989, the Allegheny Highlands Trail Feasibility Study was completed by the National Park Service, and a task force was appointed. The trail will ultimately extend from Cumberland to Connellsville, Pennsylvania. Part of the trail is already completed through the Ohiopyle State Park between Confluence and Connellsville.

Twenty miles of trail remain to be completed in Maryland to provide a connection from the Mason-Dixon Line to Cumberland, Maryland. In June 1992, the DNR received a grant from the Appalachian Regional Commission to develop a study and planning recommendations for the trail and alternative trail routes in Maryland.

A steering committee has been established to provide comment during the nine-month long planning process. Some of the committee representation includes the governments of Allegany County, Cumberland and Frostburg; the Maryland Office of Planning; MDOT; the Scenic Railroad Commission; and the Piney Mountain Sports Association. Committee meetings are regularly conducted in Cumberland, Maryland. The public is welcome to attend. In addition, scheduled and advertised public meetings will be conducted throughout the planning process. The ultimate goal is to connect the Allegheny Highlands Trail to the C&O Canal National Historical Park.

C&O Canal National Historical Park: an existing 184-mile, unpaved trail along the former Chesapeake and Ohio Canal towpath. The trail runs along the Potomac River between Cumberland, Maryland and Georgetown in Washington, D.C. In Cumberland, the trail ends at the Western Maryland Railroad Station which now serves as a visitors center. The path is owned and maintained by the National Park Service and is utilized by hikers, bikers and joggers.

State, federal and local officials are currently studying options for linking the C&O Canal path to the proposed Allegheny Highlands Trail.

Dan's Mountain: an existing protected area consisting of a 480-acre state park and an 8,700-acre wildlife management area. The state park offers fishing, swimming in an olympic-size pool, and picnic areas.

Green Ridge: an existing greenway consisting of the Green Ridge State Forest (approximately 40,000 acres), Belle Grove Wildlife Management Area (approximately 350 acres) and Billmeyer Wildlife Management Area (approximately 700 acres). This greenway has a potential interstate connection to Buchanan State Forest in Pennsylvania. A marked hiking trail that connects to the C&O Canal near Town Creek extends through Green Ridge State Forest to the Pennsylvania border.

There is also a potential connection to Warrior Mountain (over 4,000 acres) along a power line. This wide swath stretches from Green Ridge State Forest and bisects Warrior Mountain.

Potomac River Greenway: a partially protected greenway that primarily consists of the 184-mile C&O Canal National Historical Park. Possible extensions at both ends of the trail are being considered. In Allegany County, the greenway could possibly be extended along abandoned portions of the Western Maryland Railway Corridor to a point north of McCoole where the railroad itself is in use still.

Rocky Gap Greenway: an existing trail that includes a 3,000-acre state-owned park. The trail has the potential to be extended in Pennsylvania along the ridgetop of Evitts Mountain to connect with the existing trail in the Buchanan State Forest. In addition to hiking trails, Rocky Gap State Park offers campsites, picnic areas and play areas. There is a 243-acre lake, three swimming beaches and boat rentals.

Western Maryland Rail Trail: a potential rail trail stretching from Tonoloway west to Spring Gap, just east of Cumberland. The abandoned rail line is owned by the National Park Service. Development of this trail could expand the planned Western Maryland Rail Trail owned by the state DNR. Although the corridor is in public ownership, costs to develop a trail are prohibitively high at this time.

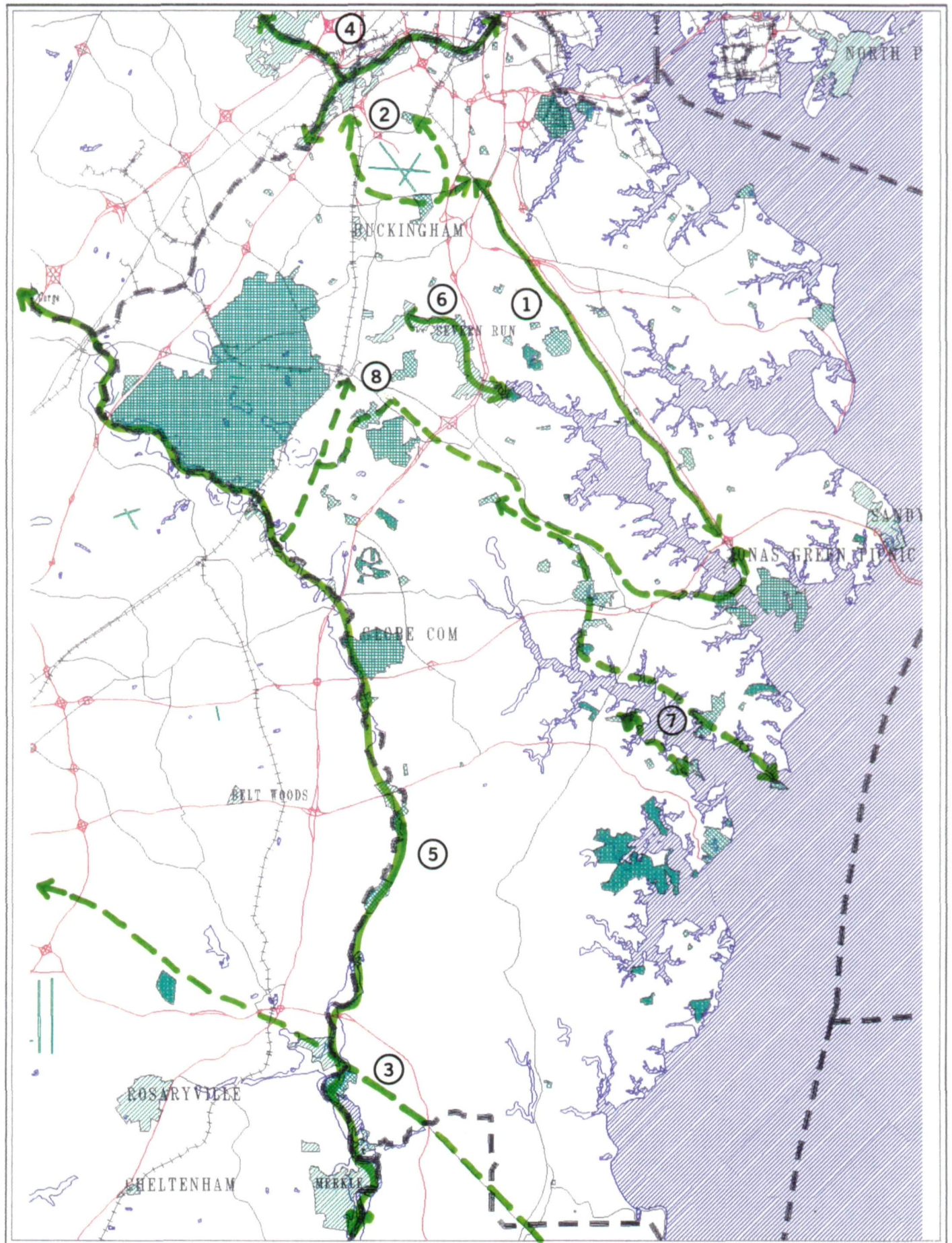
This corridor provides a critical buffer to the Potomac River. It is an elevated path that is not subject to the flooding that occurs on the adjacent C&O Canal towpath.

ANNE ARUNDEL COUNTY

ANNE ARUNDEL COUNTY

1. *Baltimore and Annapolis Trail Park*
2. *BWI Trail*
3. *Chesapeake Beach Rail Trail*
4. *Patapsco Regional Greenway*
5. *Patuxent Regional Greenway*
6. *Severn River/Severn Run Greenway*
7. *South River Greenway*
8. *WB&A Trail*

Anne Arundel County





ANNE ARUNDEL COUNTY GREENWAYS

Anne Arundel County owns a significant amount of parkland - some 5,000 acres. These include community parks, regional parks, historically and archaeologically significant sites, sensitive natural areas and planned future park property. While these lands do not necessarily fit into an existing greenway, many of them can combine with other public open space, school properties, and projected future park acquisitions to begin forming greenway networks. The county is also fortunate that it receives title to all floodplains and steep slopes in major subdivisions. This significantly enhances its river valley greenway system.

Baltimore & Annapolis Trail Park: an established recreational greenway following the route of the old Baltimore & Annapolis Railroad from Glen Burnie to Annapolis. This linear park is 13.3 miles long and encompasses 112 acres. The trail has a 10-foot wide, paved surface within a 66-foot wide, landscaped corridor. The trail has a 2 percent grade and is used by walkers, runners, bicyclists and equestrians.

One third of Anne Arundel County's 400,000 residents live within a mile of the trail, and many residences border the trail. Parking is available at several locations.

The trail is owned and managed by the county and is one of the premier greenways in the state. Initially met with skepticism and opposition from some neighboring homeowners, the B&A Trail is now one of the most widely embraced and most used parks in the county.

The B&A Trail was first proposed in the early 1980's. Nine years later the trail was completed for a cost of approximately \$10 million. In addition to the natural and recreational benefits, the trail has provided economic opportunities. Bike shops and refreshment stands have opened along the trail, and existing shops are now catering to the trail users. Real estate agents are finding proximity to the trail to be an incentive for home buyers.

The trail has also become the focus of numerous community projects. Scouts, garden clubs and other organizations have volunteered to put in flower gardens and other amenities along the corridor. An exercise course for the disabled was recently added to the trail with the assistance of private sector participants.

BWI Trail: a planned 10.5-mile hiking and biking trail around Baltimore-Washington International Airport. The first of four phases is now under construction. The first phase includes trail development beginning at North County High School, running south along Aviation Boulevard across Dorsey Road and east across Stewart Avenue to the B&A Trail. This section of trail provides a pedestrian connection to the Benson-Hammond House, a restored

19th-century farm house and museum located on airport property.

This project is jointly funded by transportation enhancement funds and MDOT. The first section of phase one has an estimated cost of \$400,000. The cost for all four phases is estimated at \$2 million. The state expects to fund the entire project over a two-year period.

The trail will be a 10-foot to 12-foot wide asphalt and boardwalk trail which will be maintained by Anne Arundel County Department of Recreation and Parks and DNR. The completed trail will connect Patapsco State Park to the B&A Trail. MDOT also hopes to connect the trail to the planned light rail station in Linthicum.

Chesapeake Beach Rail Trail: a proposed multi-county rail trail project that would begin in Prince George's County, run through the southwest corner of Anne Arundel County and cut across the northern part of Calvert County to Chesapeake Beach.

This 28-mile corridor was abandoned in 1935. Although much of the corridor remains intact, ownership is now fragmented among several private landowners. About half of the proposed trail lies in Prince George's County, where the Maryland National Capital Park and Planning Commission is working with developers to secure dedication of the corridor during the subdivision process. About one third of the corridor lies in Calvert County, where local officials are considering options for trail development.

About three miles of the proposed route runs through Anne Arundel County. While the county supports the trail concept, local officials have voiced concerns about putting a trail through the sensitive Jug Bay Wetlands Sanctuary and would prefer a route west of the sanctuary.

The proposed multi-use, recreational trail would connect Walker Mill Regional Park to Patuxent River Park and would end at the old railroad station that is now the Chesapeake Beach Railroad Museum.

Patapsco Regional Greenway: a partially-established, multi-jurisdictional greenway along the Patapsco River, its branches and tributaries. The Patapsco Valley State Park serves as the spine for the greenway and provides over 13,000 acres of protected land in Anne Arundel, Baltimore, Carroll and Howard Counties. The park includes camping and picnic areas, ball fields, and trails for hikers, bikers and equestrians. Many of the facilities are handicapped-accessible.

Most of the Patapsco River in Anne Arundel County runs through protected state land, with only a few small gaps. About 1,000 acres along the river are in Patapsco Valley State Park. Rehabilitation of degraded areas in the lower

Patapsco is being explored by DNR and the county. Currently, Anne Arundel County would like to focus on better access to the state park and the river, and connections between the City of Baltimore, Patapsco Valley State Park, the B&A Trail Park and the BWI Trail.

Patuxent Regional Greenway: a partially established regional greenway that includes seven jurisdictions extending from central Maryland through southern Maryland. The Patuxent River serves as the spine for the greenway which runs through Howard, Montgomery, Anne Arundel, Prince George's, Calvert, Charles, and St. Mary's Counties. DNR currently owns about 15,000 acres along the Patuxent River and is working with local officials to extend protection along the mainstem.

Anne Arundel County owns about 970 acres along the Patuxent and its branches and has plans to acquire more. The river enters Anne Arundel County at Maryland City near the Ft. George G. Meade Military Reservation property, a portion of which has been turned over to the Department of the Interior's Patuxent Wildlife Research Center. Other protected lands along the greenway corridor include: the Oxbow Nature Area, the county-owned Patuxent River Park, Jug Bay Wetlands Sanctuary, portions of Patuxent River State Park, Pride Finance and House Creek Wildlife Natural Resource Management Areas, and Globe Com Wildlife Management Area. These properties combine to form an extremely important natural corridor for wildlife and plant habitat in addition to providing certain low-impact recreational and educational opportunities.

The Patuxent Regional Greenway has the potential to connect into the Patapsco Regional Greenway through proposed greenway corridors in Howard County including the Middle Patuxent, the Little Patuxent and the Long Corner Connector.

Severn River/Severn Run Greenway: a partially established greenway to provide habitat and water quality protection for the Severn River as well as opportunities for environmental education and recreation.

The greenway begins at the Severn Run Natural Environment Area where the state owns about 1,500 acres. There is a small gap before the greenway continues with the county-owned Arlington Echo Outdoor Education Center which is connected by floodplain to the state-owned Whitney's Landing Farm (315 acres).

A great deal of shoreline is privately owned and developed, so it is unlikely that a continuous greenway will be formed along the length of the river. The Severn is designated as a state scenic river, and there are active groups such as the Severn River Commission and Severn River Association working to preserve sensitive lands in the watershed.

South River Greenway: a potential greenway corridor along the South River. This corridor could provide a linkage between Crownsville State Hospital, the Anne Arundel County Fairgrounds, the Dwight D. Eisenhower Golf Course, the Annapolis City Watershed Area, Broad Creek Park, Annapolis Senior High School and Camp Woodlands (along North Basin and Broad Creek). On the north side of the river, the corridor would continue along the South River to Quiet Waters Park and Thomas Point Park, ending at the Chesapeake Bay. On the south side of the river, the corridor could link Edgewater Park, Londontown Public House Park and South River Farms Park.

WB&A Trail: a planned multi-use rail trail project that would consist of two intersecting paved trails. The South Shore Trail would run from Odenton to Annapolis and provide connections to the B&A Trail and to the Annapolis City trail network.

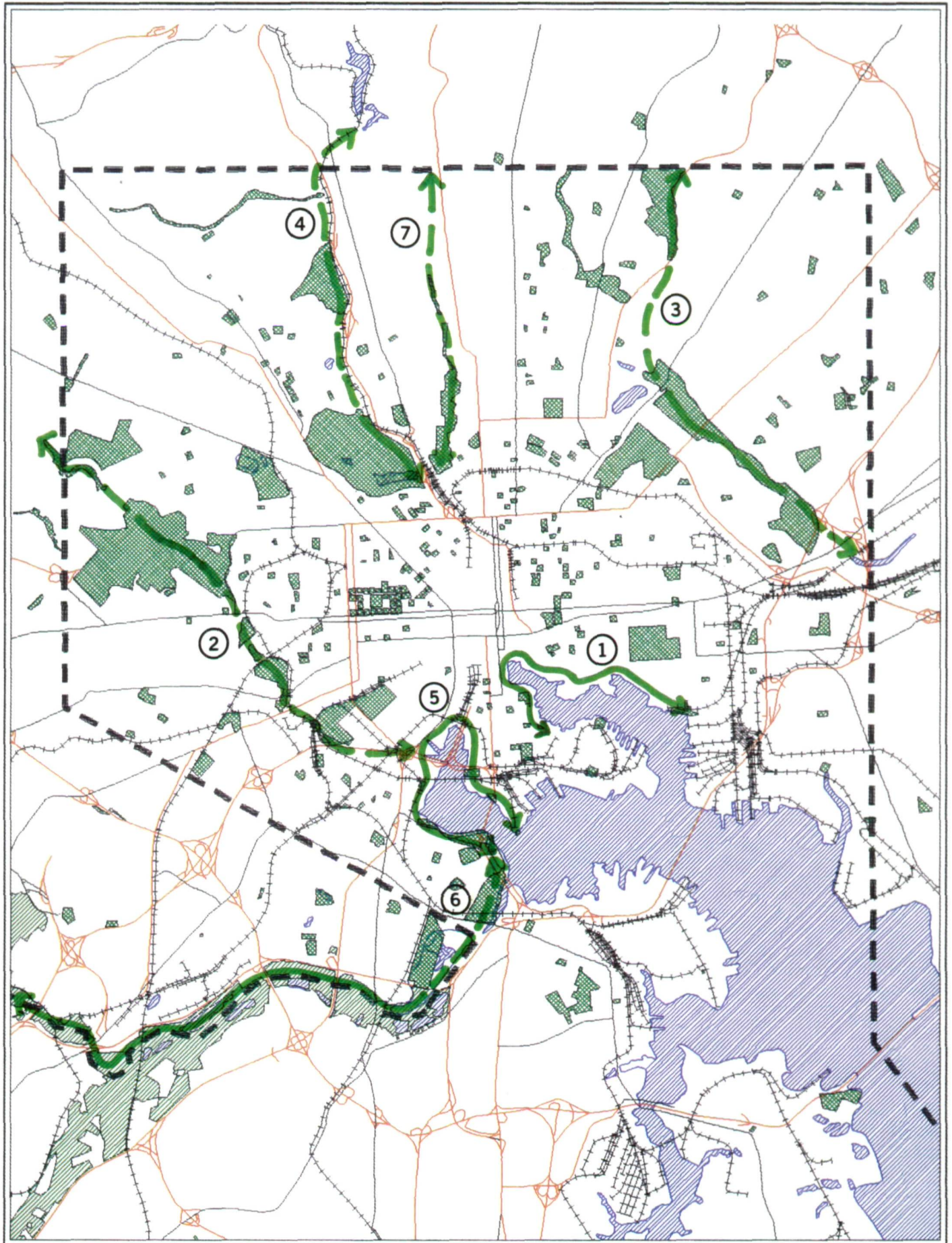
The West County Trail would run from Odenton to the Patuxent River providing connections to the MARC station in Odenton and to the Patuxent River. The trail would continue in Prince Georges County where officials are also working to acquire the abandoned rail corridor. Once the right-of-way acquisitions are completed, local officials will concentrate on trail development and plans for crossing the river. Acquisition of the West County Trail should be completed by winter 1992.

CITY OF BALTIMORE

CITY OF BALTIMORE

1. *Baltimore Waterfront Promenade*
2. *Gwynns Falls Greenway*
3. *Herring Run*
4. *Jones Falls Greenway*
5. *Middle Branch Park*
6. *Patapsco Regional Greenway*
7. *Stony Run Trail*

Baltimore City





CITY OF BALTIMORE GREENWAYS

The City of Baltimore has been working to expand green space and greenway connections as envisioned in 1904 by the Olmsted brothers. The Olmsted Plan proposed a system of interconnected parks and parkways throughout the city, making the different types of open space accessible to all. Baltimore's projects include a variety of community open space, ranging from natural areas to urban waterfronts. The city is also working to connect their greenway network to the networks of the surrounding counties.

Baltimore Waterfront Promenade: a partially completed urban walkway that would serve as a connector to area greenways. The promenade is a 7.5-mile continuous walkway rimming the shoreline of the Northwest Branch of the Patapsco River. The walkway will be a nature and history trail through Baltimore's neighborhoods, gardens and harbor. The project involves shoreline cleanup, restoration, tree and marsh planting, and educational signage. The project has been a cooperative effort of public agencies and private enterprise.

Gwynns Falls Greenway: a proposed stream valley park and multi-use trail, stretching for six miles from the 1,200-acre Leakin Park to the Middle Branch of the Patapsco River. With the protection of a few small gaps, this greenway could eventually connect with the Patapsco Regional Greenway and the B&A Trail. The greenway would provide direct access to a number of historic and cultural sites within Baltimore, including the B&O Rail Museum and the Mount Clare Mansion. Another segment will connect Leakin Park to Hillsdale Park along the Gwynns Falls. These connections are part of the 1904 Olmsted proposal for the development of public grounds for Baltimore.

Baltimore County is also working on establishing a greenway along the Gwynns Falls from its headwaters to the city line. This link will bring together the upper and lower reaches of the river to provide a continuous linear greenway all the way to Middle Branch Park. The city and county envision a "necklace of green" formed by linking the Gwynns Falls greenway with the Patapsco greenway.

Herring Run: a partially established stream valley greenway linking Mount Pleasant Park and Golf Course, Morgan State University and Herring Run Park as well as the Chinquapin Run stream valley and Clifton Park. Connections are needed between Mt. Pleasant Park and Herring Run Park, and between Herring Run Park and Morgan State University. This greenway would connect to a proposed greenway corridor along Herring Run in Baltimore County.

Jones Falls Greenway: a potential greenway following the course of the newest extension to Baltimore's light rail system. It would link several of Baltimore's largest parks, including Druid Hill Park, Cylburn Arboretum and Robert E. Lee Park. With a proposed extension through Baltimore County,

both the Jones Falls and Stony Run greenways could be connected to the Northern Central Rail Trail.

Middle Branch Park: a partially-established greenway around the Middle Branch of the Patapsco River. This joint effort between the city, state, business, non-profit organizations and neighborhood groups proposes a series of interconnected parks along the waterfront. The project has involved cleanup of industrial sites, wetland reclamation, shoreline stabilization, as well as park development and landscaping. Amenities include scenic overlooks, picnic areas and trails, ballfields, boat ramps, fishing and crabbing piers, and a rowing club and water resources center offering educational programs in water safety and urban waterbody ecology. The project encompasses 205 acres of parkland and natural areas along the six miles of waterfront. The efforts here have been instrumental in bringing back fish and wildlife to the harbor.

Patapsco Regional Greenway: a partially completed regional greenway traversing four counties and ending in Baltimore City. The Patapsco Regional Greenway is planned as a major ribbon of green providing enhanced water quality, natural and wildlife areas and, in some areas, public recreation. In the City of Baltimore, the opportunity exists to connect the Patapsco Valley State Park in Anne Arundel County to the Middle Branch Park by way of Cherry Hill Park and a few segments at the south end of the city along the river. Protection of these parcels could help complete the Gwynns Falls and Patapsco loop, as well as tie Baltimore into the regional network of green space that includes the Patapsco Valley State Park, BWI Trail, and the Northern Central Rail Trail.

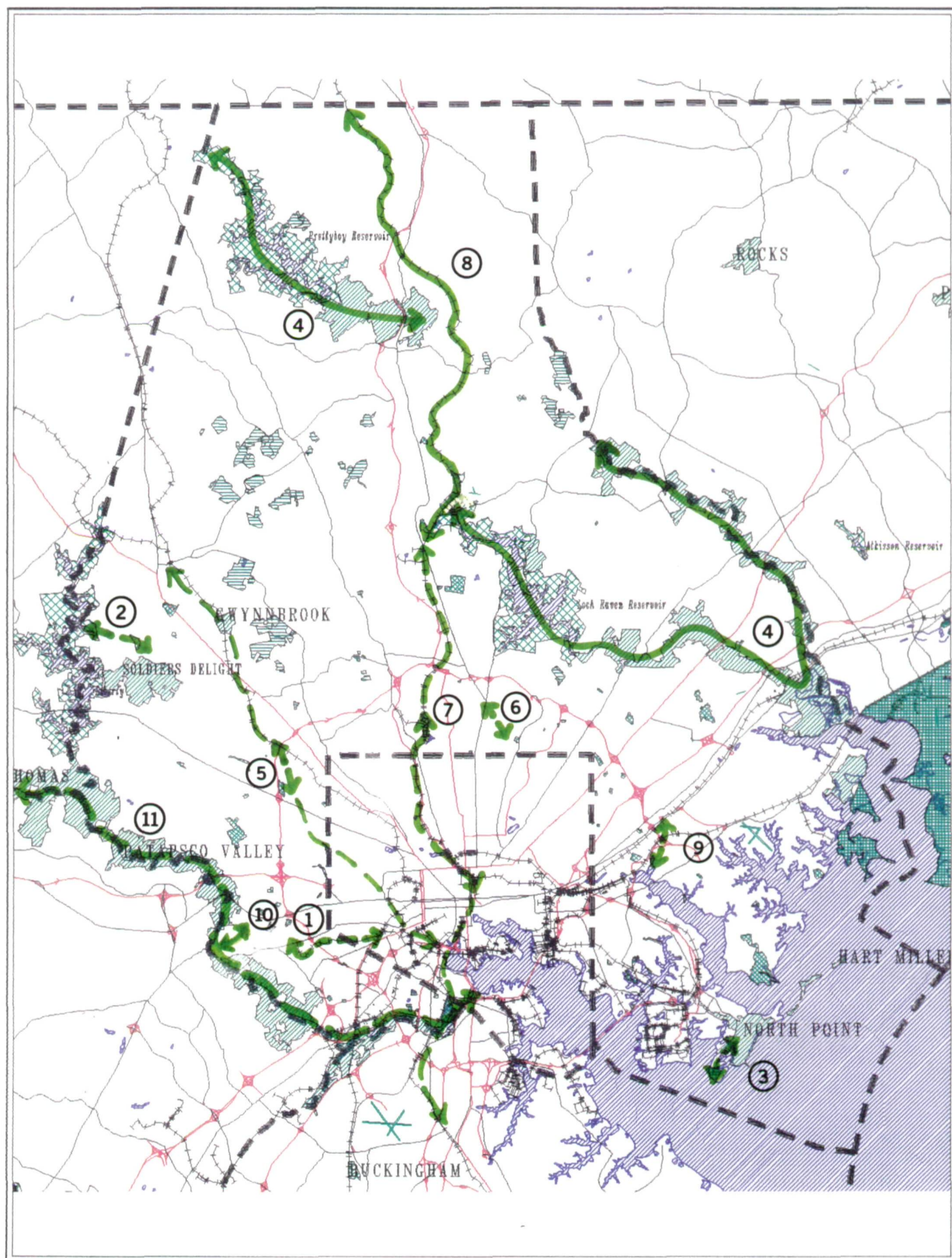
Stony Run Trail: a proposed trail corridor which was part of Frederick Law Olmsted's 1904 park plan for Baltimore. The trail follows the original easement of the Maryland and Pennsylvania Railroad along Stony Run, a tributary of the Jones Falls. Much of the corridor from Druid Hill Park to the Baltimore County line is already in protected greenspace. Once complete, pedestrians could travel from the Johns Hopkins University to Robert E. Lee Park, north of the county line.

BALTIMORE COUNTY

BALTIMORE COUNTY

1. *Caton-Loudon Railroad*
2. *Cook's Branch*
3. *Defender's Trail*
4. *Gunpowder Falls*
5. *Gwynns Falls*
6. *Herring Run*
7. *Jones Falls Greenway*
8. *Northern Central Rail Trail*
9. *Northeast Creek Greenway*
10. *#9 Trolley*
11. *Patapsco Regional Greenway*

Baltimore County





BALTIMORE COUNTY GREENWAYS

Baltimore County has adopted an aggressive stream valley protection program that will ensure greenway protection along designated streams as development occurs. Selected stream valleys are designated as greenways in the county master plan. Through the master plan implementation program, the greenway network is slowly being pieced together via the development process and a greenway easement purchase initiative.

In addition, a recent revision to Baltimore County's rural residential clustering regulations that requires the establishment of a 70 percent conservancy area should enhance the greenway program. Conservancy area guidelines stress the importance of connecting stream valley greenways with the conservancy areas.

Caton-Loudon Railroad: a proposed rail trail that would link western Baltimore County (Loudon Park Cemetery vicinity) to downtown Catonsville. The proposed trail would be about two miles long, beginning at the city/county line and ending near Spring Grove State Hospital.

The right-of-way is currently in private ownership, but the owner is considering making a gift of the land to the county. If the land is donated to the county, the trail will be developed for hiking and biking. This trail could be linked to the new #9 Trolley trail described below.

Cook's Branch: a proposed stream valley greenway in western Baltimore County that would provide a footpath and serve as a wildlife corridor. The proposed path would be approximately 1.42 miles long and would link Liberty Reservoir to lands owned by DNR and the county. The stream valley corridor could eventually be linked to Soldier's Delight Natural Environment Area.

The corridor is not currently in public ownership, but the county hopes to work with property owners to purchase easements. Establishment of this corridor is aimed at providing water quality and habitat protection. If a protected corridor is established, the county hopes to have local volunteer groups provide any necessary maintenance. The county is looking to secure a corridor 200 feet wide along the stream.

Defender's Trail: a proposed greenway in southeastern Baltimore County that would link Ft. Howard County Park to North Point State Park. The right-of-way, recently donated to the state by the Morris Todd family, is the path taken by British soldiers when they attacked Baltimore in the War of 1812. DNR plans to consult with local citizen groups to determine if the land should be developed as a greenway trail to connect the two public parks. Transportation enhancement funds are being considered as a potential source of funds for trail development.

Gunpowder Falls: an existing protected area consisting of several unconnected segments of Gunpowder Falls State Park totalling over 14,000 acres. In the northern part of the county, the state park includes the Northern Central Rail Trail as well as camping areas. In the Hereford area, the state park connects to Prettyboy Reservoir providing a substantial protected corridor that extends into Carroll County.

The Sweet Air segment of Gunpowder Falls State Park forms about one half of the border between Baltimore and Harford Counties (with a couple of small gaps). The Hammerman/Dundee section of the park is located in Chase near Eastern Avenue. This portion of the park connects to Loch Raven Reservoir providing another substantial, protected greenway corridor.

Gwynns Falls Greenway: a proposed stream valley greenway that would include a trail. The proposed trail would be about 1.75 miles long with a porous surface. It would connect Milford Mill Nature Trail to Sliver Creek Park and the Old Court metro station. The trail would be designed for passive recreation and habitat protection and would be handicapped accessible.

This project is part of a larger effort to establish a greenway corridor along the length of the Gwynns Falls, linking Baltimore City and Baltimore County, and creating a major green loop with the Patapsco Regional Greenway.

The county Department of Recreation and Parks has applied for funding under the new transportation enhancement program. The estimated cost of trail construction is \$270,000. Proposed funding includes \$170,000 in county bond funds, \$50,000 in ISTEAF funds, and \$50,000 in POS funds.

Herring Run: a proposed urban stream valley greenway that would connect downtown Towson with surrounding neighborhoods. The corridor would include a 1.5-mile trail that would connect downtown Towson to Towson Senior High School and Stoneleigh Elementary School. The greenway could eventually extend to the greenway along Herring Run in Baltimore City.

Greenway corridors in urban areas are highly desired and the most difficult to establish. Connections often require utilization of sidewalks or roadways. The proposed Herring Run greenway would require connective links through a heavily populated area and would necessitate a combination of public property and easements on private land. This potential greenway is the center of the Towson Park and Open Space Plan.

Jones Falls Greenway: a potential trail along the new Central Light Rail Line. The Mass Transit Administration (MTA) has preliminary plans to develop a trail along the Central Light Rail Line stretching from northern Baltimore County to BWI airport. A plan for the first proposed segment is currently being developed. The first segment would be a footpath running from Druid Hill Park in Baltimore City to Robert E. Lee Park in Baltimore County. MTA would

then extend the trail at both ends, eventually linking the Northern Central Rail Trail to the trail currently being developed around BWI Airport and the B&A Trail.

Northern Central Rail Trail: an existing state-owned, multi-user rail trail within Gunpowder Falls State Park. This 19.7-mile trail runs from Ashland Road (in the Hunt Valley area) to the state line between Maryland and Pennsylvania. The trail was constructed in 1984 along the 152-year old Northern Central Railroad right-of-way. The trail is suitable for hiking, biking, horseback riding and cross-country skiing. The trail is 10 feet wide and has a crushed stone surface. The trail is handicapped accessible.

Several parking locations along the trail provide public access to the trail. The trail parallels three streams: the Big Gunpowder Falls, the Little Falls and Bee Tree Run. The trail also runs through residential areas. Although the trail met with some local opposition when it was first proposed, it has become one of the most popular parks in the region (among its local neighbors and those from outlying areas).

The trail is owned and maintained by DNR as part of Gunpowder Falls State Park. Ultimate plans are to connect the Northern Central Rail Trail to the B&A Trail through the proposed trail along the central light rail line. The trail could also potentially be linked to Loch Raven Reservoir (to the southeast) and to Oregon Ridge Park (to the southwest).

Northeast Creek Greenway: a proposed tidal greenway in southeastern Baltimore County. This corridor would offer stream buffer, wetland protection, opportunities for nature study by canoe, and wildlife habitat. Footpaths are also envisioned. The corridor begins at Eastern Vo-Tech High School and runs about 1.5 miles down to Back River. The corridor encompasses approximately 100 acres, the majority of which is owned by MDOT. The greenway would ultimately connect Stemmers Run Greenway to Back River by way of Northeast Creek.

To secure this land as a protected greenway corridor, the county must negotiate a land transfer of approximately 80 acres from MDOT and easement agreements/purchases with private landowners on the other 20 acres.

9 Trolley: a recently completed rail trail project in western Baltimore County. The trail is approximately 1.25 miles long, beginning at the end of Edmondson Avenue and running through Oella to Ellicott City. It connects Catonsville Middle School to Banneker Historical Park (which connects to Patapsco Valley State Park) and ends near the Patapsco River in Ellicott City.

The county spent \$250,000 on paving and improvements, and officially opened the trail on October 3, 1992. The trail will be managed by the Baltimore County Department of Recreation and Parks.

Patapsco Regional Greenway: a partially established, multi-jurisdictional greenway along the Patapsco River. The Patapsco Valley State Park serves as the spine for the greenway and provides over 13,000 acres of protected land in Anne Arundel, Baltimore, Carroll and Howard Counties. The state park has five separate recreation areas that are heavily used by residents of the surrounding urban area.

Almost the entire length of the river in Baltimore County lies within the Patapsco Valley State Park, except for a portion around historic Oella and Ellicott City. Planned connections from Ellicott City to the City of Baltimore via the #9 Trolley Line along Coopers Branch, the #8 Trolley Line and the Caton-Loudon Railroad will help form a loop with the Patapsco and Gwynns Falls Greenways. A part of the Patapsco system is the Bens Run/Brices Run Greenway. Proposed is a greenway loop along Bens Run and Brices Run, with a ridgetop connection between the two. The loop would connect to Patapsco Valley State Park at the south and tie into Dogwood Run and Western Area Park. Intended for active recreation, the proposal calls for equestrian trails, stables, camping, and a sports complex.

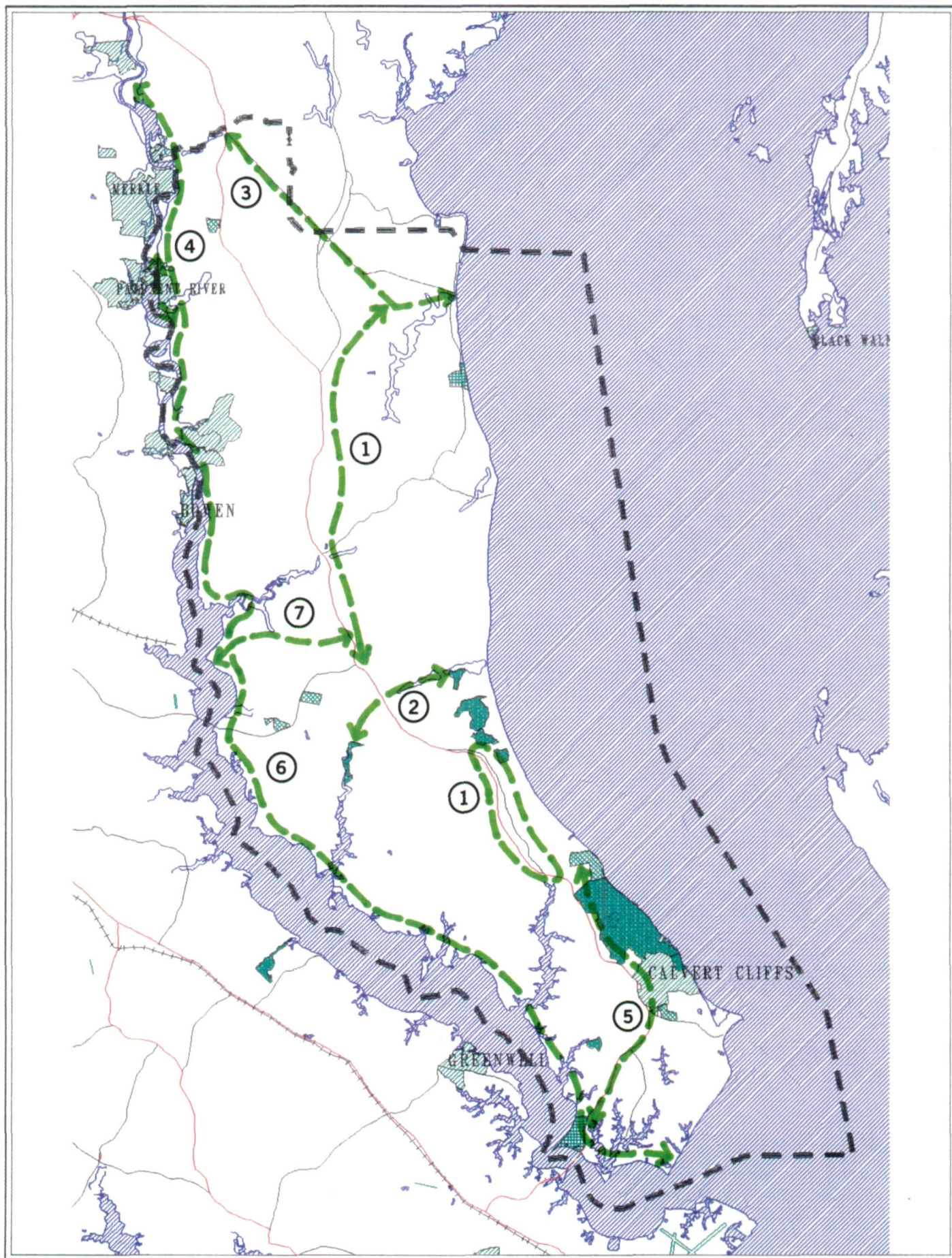
The Patapsco Regional Greenway also extends north from the park along Liberty Reservoir adjacent to Soldier's Delight (an 1800-acre natural environment area). There are a number of potential stream valley greenways along tributaries (including Cook's Branch, Red Run and Norris Run) that would tie into the Gwynns Falls Greenway and Baltimore City.

CALVERT COUNTY

CALVERT COUNTY

1. *Baltimore-Drum Point Rail Trail*
2. *Battle Creek to Parker's Creek Trail*
3. *Chesapeake Beach Rail Trail*
4. *Ferry Landing Road to Hall Creek*
5. *Flag Ponds to Solomons Trail*
6. *Patuxent Regional Greenway*
7. *Prince Frederick to Leitches Wharf*

Calvert County





CALVERT COUNTY GREENWAYS

Greenway planning is just beginning in Calvert County. The county has recently established a multi-agency open space committee that has just begun to consider possible linear corridors. There are currently no significant off-road trails or protected greenway corridors in Calvert County.

The town of Prince Frederick has plans to construct two eight-foot-wide sidewalks/bikeways between double rows of trees near the town center, which could eventually serve as greenway connectors. The following are some of the potential greenway corridors receiving initial consideration by the open space committee.

Baltimore-Drum Point Rail Trail: a potential rail trail that would incorporate two large sections of the rail bed. The first section is approximately nine miles long and runs from Sunderland to Prince Frederick. Hikers, bikers and equestrians could have access to the trail at Bennett Hughes Tree Farm and county park-and-ride facilities in Sunderland and Prince Frederick. This trail could connect to the proposed Chesapeake Beach Rail Trail.

The second section is a five-mile segment from Port Republic to just beyond Tom Parran Road. This segment could be combined with Route 765 from Port Republic to St. Leonard to form a 10-mile loop system for bicyclists. This trail could potentially be linked to Flag Ponds Park.

Battle Creek to Parker's Creek Trail: a potential greenway that would link the Battle Creek Nature Sanctuary to Parker's Creek. This would provide a natural connection between two of the county's most important natural area sites.

Chesapeake Beach Rail Trail: a potential regional trail system that could utilize the former railroad route from Washington to Chesapeake Beach. This corridor could serve as the spine for a number of potential greenway branches that would provide access to public lands, the Patuxent River and the Chesapeake Bay.

The Chesapeake Beach Rail Trail is also being considered in Prince George's and Anne Arundel Counties where segments of the 28-mile rail corridor also exist. Approximately one third of the corridor runs through Calvert County, including the terminus of the corridor at the Chesapeake Beach Railroad Museum.

A segment of the corridor within Calvert County has been developed as Route 260. An alternative corridor would need to be found to make the connection into Chesapeake Beach. The proposed trail would provide connections between Walker Mill Regional Park, Patuxent River Park and Chesapeake

Beach.

Ferry Landing Road to Hall Creek: a potential trail that could run from the end of Ferry Landing Road, through state-owned lands (Ferry Landing) to Hall Creek where the trail could end at a canoe-launching site.

Flag Ponds to Solomons Trail: a potential trail that could connect Flag Ponds Park, Calvert Cliffs State Park, Cove Point Park and Solomons Waterfront Park. Agreements would have to be made with BG&E and others to establish this trail corridor.

Patuxent Regional Greenway: a partially established regional greenway that includes seven jurisdictions extending from central Maryland through southern Maryland. The Patuxent River serves as the spine for the greenway which runs through Howard, Montgomery, Anne Arundel, Prince George's, Calvert, Charles and St. Mary's Counties. DNR currently owns about 15,000 acres along the Patuxent River and is working with local officials to extend protection along the mainstem.

In Calvert County, DNR's Patuxent River Wildlife Natural Resource Management Areas total over 1,500 acres, including the Hall Creek and Kings Landing areas. At the southern end of the county, Solomon's Island provides a public walk and boat launch area along the Patuxent River, constructed with DNR's waterway improvement funds. Most of the land between these points is in private ownership. A protected buffer may be established along this stretch which will provide water quality protection but will not afford additional public access.

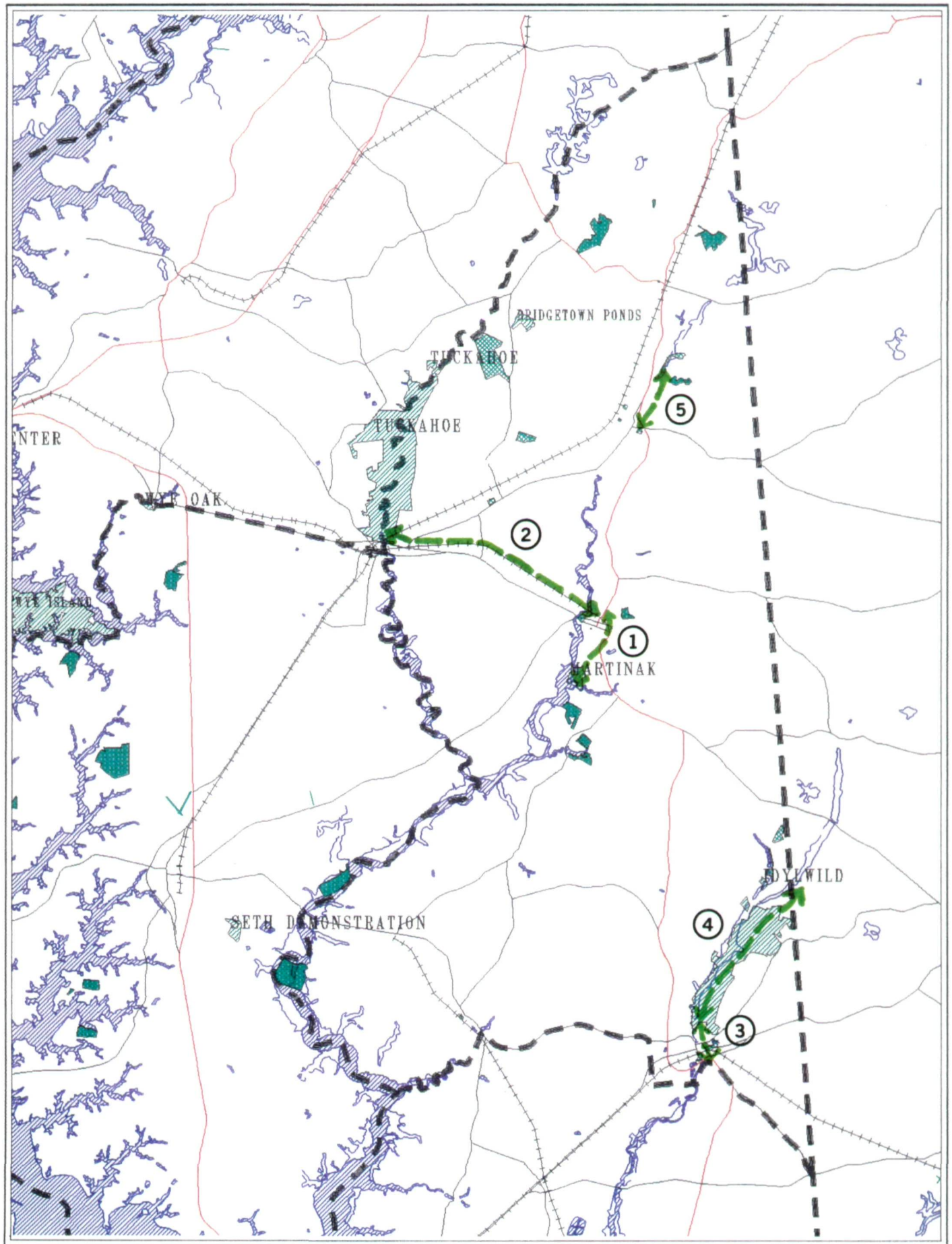
Prince Frederick to Leitch's Wharf: a potential hiking/biking trail between Radio Drive and Leitch's Wharf Road. Leitch's Wharf provides public access to the Patuxent River. Additional public land would enhance public access to the river.

CAROLINE COUNTY

CAROLINE COUNTY

1. *Denton Municipal Greenway*
2. *Hillsboro Rail Trail*
3. *Marshyhope Municipal Greenway*
4. *Marshyhope Ponds Greenway*
5. *Upper Choptank River Greenway*

Caroline County





CAROLINE COUNTY GREENWAYS

Caroline County will include a greenways element in its revised Open Space and Recreation Plan. The following corridors will be targeted as part of that plan. A very rural county, Caroline has few opportunities to take advantage of mandatory dedication. There is little subdivision activity. County officials do feel that a major north/south bike route on the Delmarva Peninsula would be a major asset to the region.

The county has expressed an interest in better utilizing the rivers that run through the town of Federalsburg and Greensboro.

Denton Municipal Greenway: a potential greenway that would connect existing public lands in the town of Denton to Martinak State Park. The greenway would begin with an eight-acre parcel along Franklin Street, recently acquired from the State Highway Administration. It would connect to Towers Park along Route 404 and run through town and connect into Martinak State Park along the Choptank River.

Additional land acquisition of about 30 acres would be needed for this potential greenway.

Hillsboro Rail Trail: a potential rail trail conversion along an inactive railroad spur between Hillsboro and Denton. This potential trail could connect Tuckahoe State Park to the proposed Denton Municipal Greenway and has the possibility of being extended through Delaware to Rehobeth Beach.

Marshyhope Municipal Greenway: a planned greenway in the town of Federalsburg that would connect Marina Park to DNR's Idylwild Wildlife Management Area. This greenway would also have the potential to connect into Suicide and Secretary in Dorchester County.

Marshyhope Ponds Greenway: a potential greenway that would connect DNR's Idylwild Wildlife Management Area to the Delaware border. A consortium of groups is currently working to secure funding for a 300-acre parcel to complete the connection. Funding sources, including MDOT, DNR's Boating Administration, and a recreational user group, are currently being coordinated. This greenway will provide opportunities for both active and passive recreation and will also protect water quality and rare plant species.

Once the acquisition is made, the local land trust will assume management responsibilities. Efforts are underway to secure protection of the corridor as it extends along the Marshyhope in Delaware.

Upper Choptank River Greenway: a potential greenway along the Choptank River that would connect the county's Christian Park to the boat ramp in the

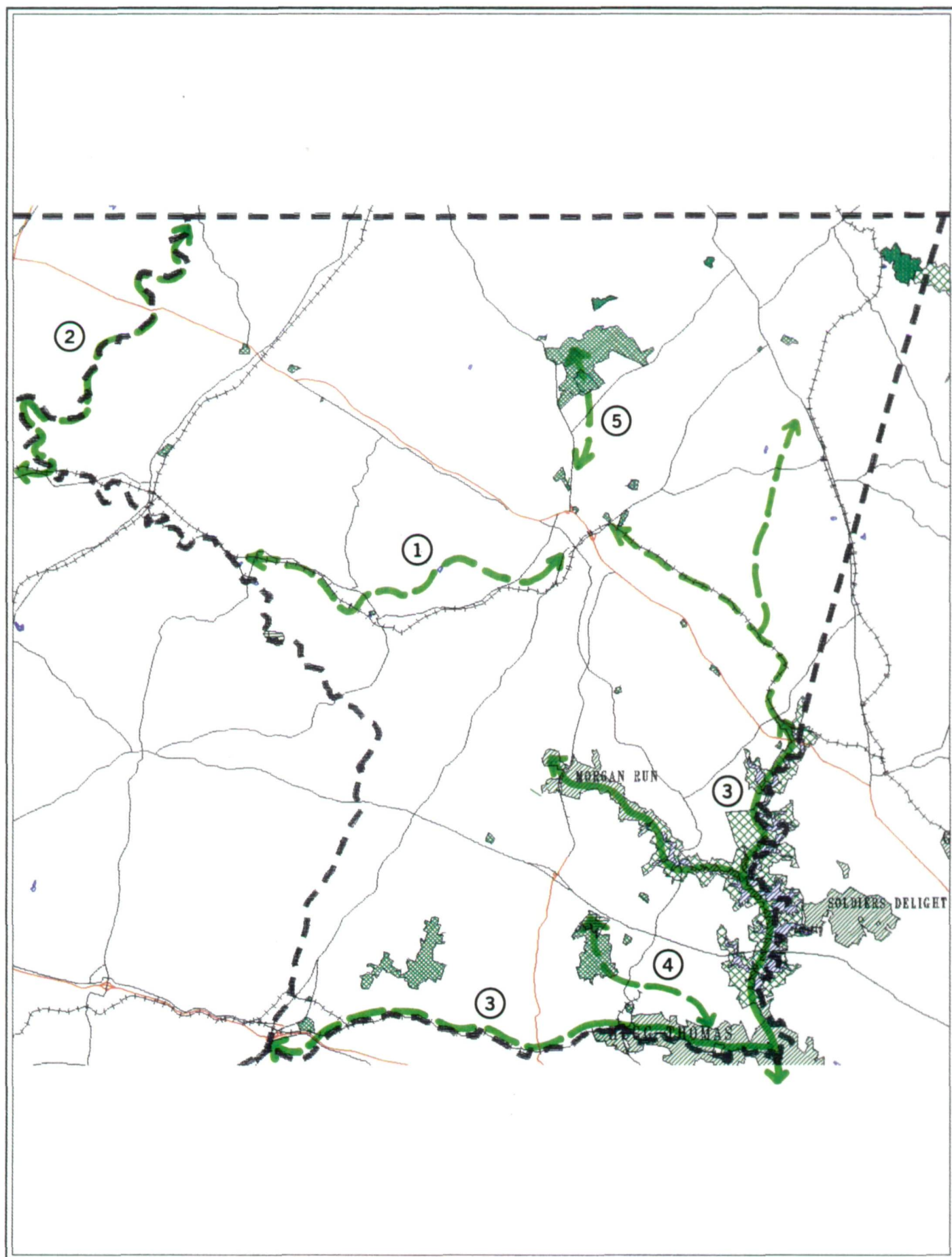
Town of Greensboro. The greenway could run from the park along the river or possibly along the utility corridor in that vicinity.

CARROLL COUNTY

CARROLL COUNTY

1. *Little Pipe Creek Greenway*
2. *Monocacy Scenic River Greenway*
3. *Patapsco Regional Greenway*
4. *Piney Run Greenway*
5. *Union Mills to Westminster Greenway*

Carroll County





CARROLL COUNTY GREENWAYS

Carroll County is growing rapidly and has plans to consider establishing greenway corridors to protect sensitive areas threatened by increased development. County officials selected a consultant to prepare a greenways plan but did not receive the anticipated state funding due to the fiscal crisis. They do hope to go through with development of the plan as soon as funds are identified.

The state owns about 3,400 acres of land in Carroll County. In addition, Carroll County accounts for approximately 20 percent of the total number of easements purchased statewide under the Maryland State Agricultural Land Preservation Program. The county's goal is to provide 100,000 acres of conserved farmland, and additional local programs are planned to help reach this goal.

The Piney Run Reservoir, in conjunction with the proposed Gillis Falls and Union Mills Reservoirs, will provide over 2,700 acres of protected land in the county and will also provide recreational opportunities. Another 1,700 acres is occupied by the Liberty Reservoir which forms the southeastern boundary between Carroll and Baltimore Counties.

Little Pipe Creek Greenway: a potential greenway corridor along Little Pipe Creek that would provide a natural link between the towns of Union Bridge, New Windsor and Westminster that would be an ideal link to future Frederick County greenways.

Monocacy Scenic River Greenway: a potential greenway corridor along the Monocacy River that runs through Frederick and Carroll Counties. The Monocacy is a state-designated scenic river. Frederick County is aggressively pursuing water-quality protection measures along the river, and a protected greenway is beginning to emerge in sections of the county. However, in Carroll County, there is no publicly owned land along the Monocacy River. There are a number of agricultural easements in this portion of the county.

Patapsco Regional Greenway: a partially established, multi-jurisdictional greenway along the Patapsco River, its branches and tributaries. The state-owned Patapsco Valley State Park serves as the spine for the greenway. The north end of the park (approximately 2,000 acres) is situated at the southeast corner of Carroll County. From there, the greenway expands northward through the Baltimore City-owned Liberty Reservoir and branches to the northwest along Morgan Run, and to Hampstead and Westminster along the east and west branches of the Patapsco River.

Carroll County is working to close gaps between Liberty Reservoir and Morgan Run NEA. The county is also working with the Town of Sykesville on a rail trail connection from Piney Run Park through Sykesville to the Patapsco River.

The Piney Run tributary has been targeted for cleanup efforts. Near Mt. Airy, an abandoned rail line is being studied for conversion to a rail trail that would connect into the South Branch of the Patapsco River.

Land along the South Branch of the Patapsco River to Mt. Airy is largely undeveloped, but as yet is unprotected. Carroll County and Howard County officials have agreed to work together to see that the entire South Branch stream valley is protected through public and private efforts.

Piney Run Greenway: an existing greenway around Piney Run Lake. Piney Run Park almost completely surrounds the lake. At the north end of Piney Run Park, lands are protected under an easement with the Maryland Environmental Trust. Extensions south along Piney Run would provide connections to Sykesville and Patapsco Valley State Park.

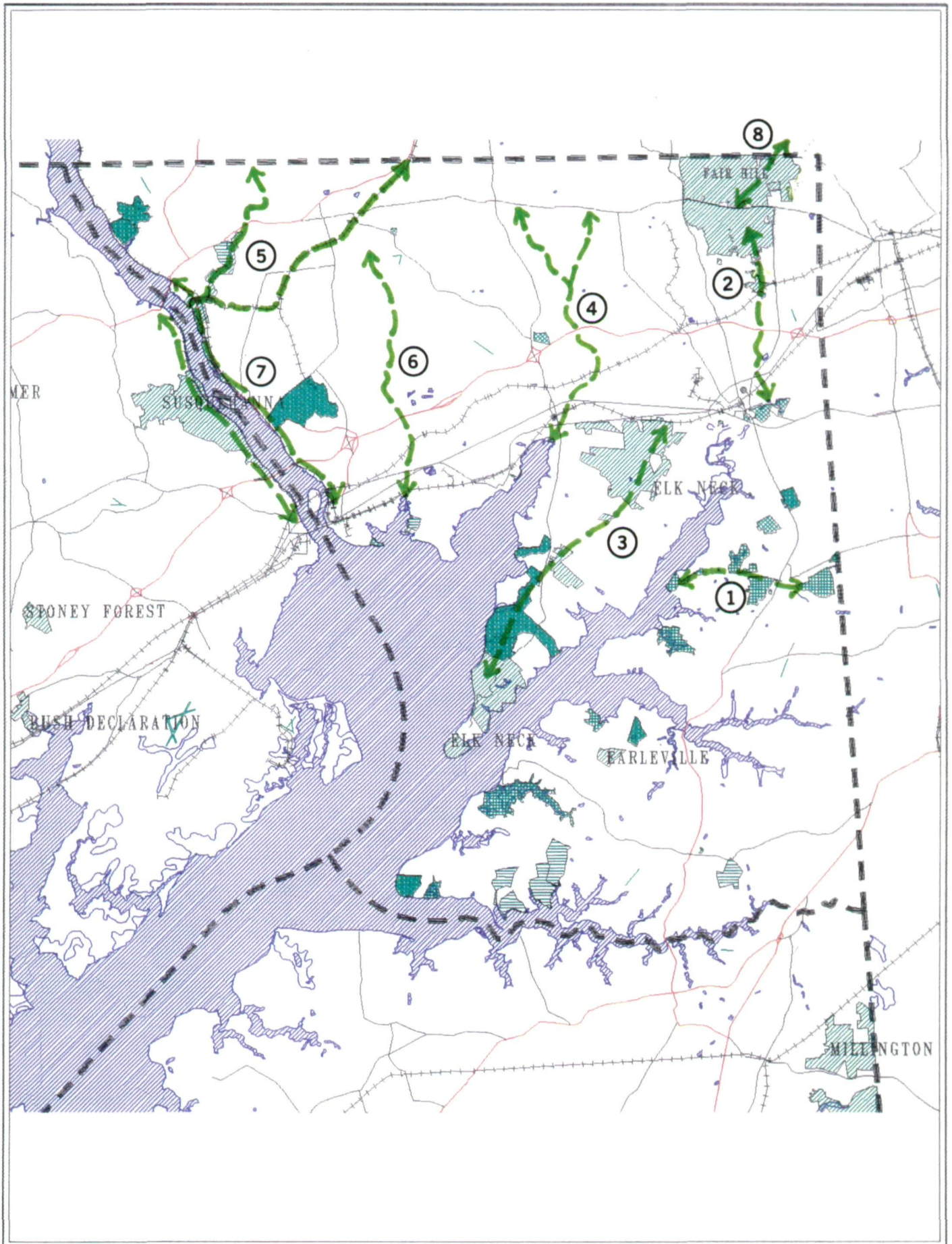
Union Mills to Westminster Greenway: a potential greenway corridor that could be designated along stream valleys between the proposed reservoir site at Union Mills and the City of Westminster. This greenway could provide connections to Hashawha Environmental Center, the Carroll County Sports Complex and local parks in Westminster.

CECIL COUNTY

CECIL COUNTY

1. *Chesapeake and Delaware Canal Greenway*
2. *Elk Creek Greenway*
3. *Elk Neck Peninsula Greenway*
4. *Northeast Creek Greenway*
5. *Octoraro Creek - Basin Run Greenway*
6. *Principio Creek Greenway*
7. *Susquehanna River Greenway*
8. *Tri-State Greenway*

Cecil County





CECIL COUNTY GREENWAYS

Greenway planning is just beginning in Cecil County. At present there are no established greenways, and the potential greenways listed below are only in the conceptual stage. The state owns over 11,000 acres in Cecil County, and another 2,223 acres are protected under easements held by the Maryland Environmental Trust. Occupying the northeast corner of the state, Cecil County has opportunities to provide greenway linkages with Delaware and Pennsylvania, as well as neighboring counties in Maryland.

Chesapeake and Delaware Canal Greenway: a potential greenway linking Welch Point Managed Hunting Area, Elk Forest Wildlife Management Area, Canal National Wildlife Refuge and Bethel Managed Hunting Area. The U.S. Army Corps of Engineers currently holds ownership to substantial tracts of land along the canal. There are existing trails within their land holdings. This greenway potential needs to be explored further with private landowners, the Corps, and the Maryland Port Authority (due to possible dredging activities). Contact with the Delaware greenways program staff should also be made to explore possible linkages. There appear to be "National Wildlife Areas" along the canal in Delaware. A connection to Delaware would allow a trail from the Chesapeake Bay to Delaware Bay.

Elk Creek Greenway: a potential greenway between Fair Hill Natural Resource Management Area and the Town of Elkton's John Stanley Meadow Park. While most of the land along the corridor is privately owned, routes other than strictly alongside the Big Elk Creek offer high potential. Through acquisition, easements and dedication to the county during development, a linkage may be obtained.

Elk Neck Peninsula Greenway: a possible greenway that offers an excellent opportunity for a true recreational passageway running from Elk Neck State Forest through smaller state holdings, continuing on to the Rodney Scott Boy Scout Camp and ending at Elk Neck State Park. This potential greenway is almost entirely forested. This corridor would connect 6,000 acres of publicly owned land. Trails utilized by private clubs currently exist in this area.

Northeast Creek Greenway: a potential greenway along Northeast Creek. Due to the amount of private ownership and physical barriers to this site, the North East Creek Greenway would function best if established to protect water quality and wildlife habitat. The greenway would include the historic covered bridge at Gilpin's Falls, Cecil Community College and the North East Town Park. Sections of this greenway run through a targeted development area. Acquisition during development will help to establish this greenway.

Octoraro Creek - Basin Run Greenway: stretching from the Susquehanna River near the mouth of the Octoraro Creek up the abandoned rail line of the

Octoraro Railroad, this potential greenway runs through the historic Basin Run region of the county. The rail line continues through Rising Sun where portions are already under county ownership. State Road 273, a state scenic highway leading out of Rising Sun, could serve as a connector to the Fair Hill Natural Resource Management Area. Below Colora, a second spur, currently under U.S. Navy ownership could connect the proposed Basin Run Greenway with the Bainbridge site, Port Deposit, and the Susquehanna River Greenway. Easements or acquisitions would be necessary only for the Basin Run section from the river to Colora. This would probably be a long-term project with numerous negotiations required.

Principio Creek Greenway: a potential, wildlife corridor and passive greenway along Principio Creek. Portions of the creek have been identified as a Class III trout stream. Continued protection of a minimum 300-foot, wooded corridor would maintain wildlife habitat and water quality. Acquisition during development is feasible as a large portion of the basin is under single, private ownership. An agreement will be necessary to protect this area prior to development.

Susquehanna River Greenway: a potential greenway corridor stretching along the floodplain of the Susquehanna River before the Conowingo Dam offers both historic and scenic enjoyment. A greenway along the Cecil County shoreline would complement a similar project along the Harford County shoreline.

Because large portions of the potential trail are under the ownership of Philadelphia Electric Company, negotiations for use are simplified. Initial discussions have begun with the power company, DNR, Conrail, and the Towns of Port Deposit and Perryville in an effort to determine the feasibility of this project. One of the focal points, the granite cliffs, constrains passage at a number of points. Alternatives will have to be carefully considered in selection of any final trail alignment. With Perryville Train Station, this greenway provides an excellent opportunity as a tourist attraction and would provide economic benefits to Perryville and Port Deposit. A preliminary analysis of the area and its potential as a greenway corridor is now being conducted by a class at Towson State University.

Tri-State Greenway: a possible connection of major public landholdings within three states that would offer an opportunity for recreational use exceeded by few projects within the region. Small gaps currently separate Fair Hill Natural Resource Management Area (Maryland: 5,622 acres), Walter Carpenter State Park (Delaware: 707 acres) and White Clay Creek Preserve (Delaware and Pennsylvania: 1,251 acres). Future connections in Delaware to Middle Run Natural Area and the Delaware Greenway system along Delaware Bay offer high potential use. A westward connection down State Road 273, currently identified as a Maryland Scenic Route, could link this greenway to the Octoraro-Creek Basin Run and Susquehanna River greenways.

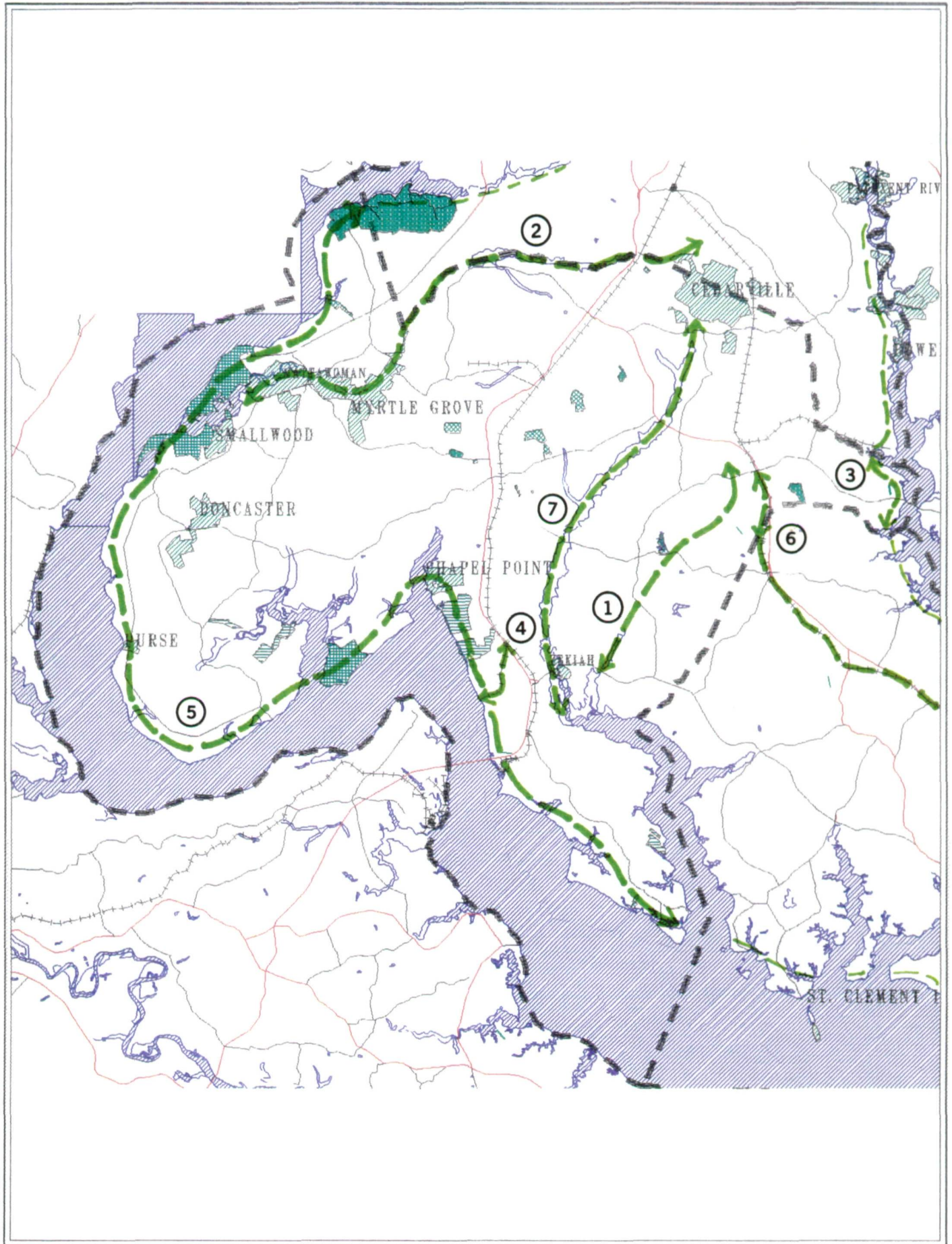
Discussions are currently underway among officials in the three states to identify the best potential connections. DNR is also considering trail designation within the Fair Hill NRMA.

CHARLES COUNTY

CHARLES COUNTY

1. *Gilbert Swamp Run*
2. *Mattawoman Creek*
3. *Patuxent Regional Greenway*
4. *Popes Creek Railroad*
5. *Potomac River Greenway*
6. *Washington, Potomac and Chesapeake Rail Trail*
7. *Zekiah Swamp*

Charles County





CHARLES COUNTY GREENWAYS

Charles County has adopted a stream valley protection program that restricts development in stream corridors. The county's Chesapeake Bay Critical Area Program provides a mechanism for protecting sensitive natural resources adjacent to tidal waters.

Gilbert Swamp Run: a proposed stream valley greenway located in the eastern portion of Charles County. The county currently operates Gilbert Run Park in the headwater region of Gilbert Swamp Run. Hiking, picnic areas, fishing and nature interpretation are all available to the public.

Gilbert Swamp Run is a 15-mile long stream which is channelized for much of its length. A linear trail system adjacent to the stream is possible if maintenance of the channelization project becomes a county responsibility.

Mattawoman Creek: a proposed stream valley greenway. DNR currently owns three parcels (Cedarville State Forest, Mattawoman Natural Environment Area and Myrtle Grove Wildlife Management Area) which border Mattawoman Creek. The greenway would link these three properties, providing natural resource and water quality protection.

The remaining sections of the Mattawoman Creek stream valley corridor are in private ownership. A combination of easements, other voluntary landowner actions and Charles County's stream valley protection program can be used to make the greenway connections. Public access will be limited.

Patuxent Regional Greenway: a partially established regional greenway that includes seven jurisdictions extending from central Maryland through southern Maryland. The Patuxent River serves as the spine for the greenway which runs through Howard, Montgomery, Anne Arundel, Prince George's, Calvert, Charles, and St. Mary's Counties. DNR currently owns about 15,000 acres along the Patuxent River and is working with local officials to extend protection along the mainstem.

Two publicly owned properties in Charles County, Maxwell Hall and Indian Creek Wildlife Natural Resource Management Area, contribute to the regional Patuxent River greenway effort. These parcels are currently undeveloped, although they may be used to provide public access to the river in the future.

The corridor linking Maxwell Hall and Indian Creek is not in public ownership. However, the buffer requirements under the Chesapeake Bay Critical Area law provide an important mechanism for establishing a natural greenway. Conservation easements may also be pursued by the Maryland Environmental Trust.

Popes Creek Railroad: a proposed rail trail that would run adjacent to Popes Creek from the Potomac River to U.S. 301. A stone or ash surface, suitable to both biking and hiking, is envisioned for the trail.

The Popes Creek Rail Trail will be approximately three miles long. This project is potentially eligible for ISTEA funding.

Potomac River Greenway: a partially established, multi-jurisdictional and interstate greenway. Charles County contains a number of public park holdings that contribute to this multi-state greenway project. Piscataway National Park, Purse State Park, General Smallwood State Park and Ruth B. Swan County Park are all situated directly on the Potomac River. Chapel Point State Park and the county's recently acquired Friendship Landing property lie on tidal tributaries. In addition, the federal government owns significant acreage at the U.S. Naval Ordnance Station in Indian Head.

The vast majority of land along the Charles County portion of the Potomac River is, however, privately owned. Voluntary landowner action, conservation easements, the Critical Area criteria, local land use policy and public acquisition can be utilized to promote the Potomac River Greenway in Charles County.

Washington, Potomac & Chesapeake Rail Trail: a proposed rail trail that would link Hughesville (Charles County) with Lexington Park (St. Mary's County). The entire corridor is owned by St. Mary's County (even the portion in Charles County), and both counties are considering its use as a trail.

Zekiah Swamp: an existing greenway running the length of Charles County. Zekiah Swamp has been recognized by numerous authorities as one of the most significant ecological areas in the Chesapeake Bay watershed.

The Zekiah Swamp is part of the Wicomico River, which is one of the nine state-designated scenic rivers. Zekiah Swamp Run is a 21-mile long braided stream which connects two state properties. Cedarville State Forest, situated along the Charles County-Prince George's County border, contains the headwater region of Zekiah Swamp. The Zekiah Swamp Natural Environment Area in southern Charles County is located at the stream's confluence with the Wicomico River. Private landholdings between these two parcels, while not available for public access, are largely undeveloped.

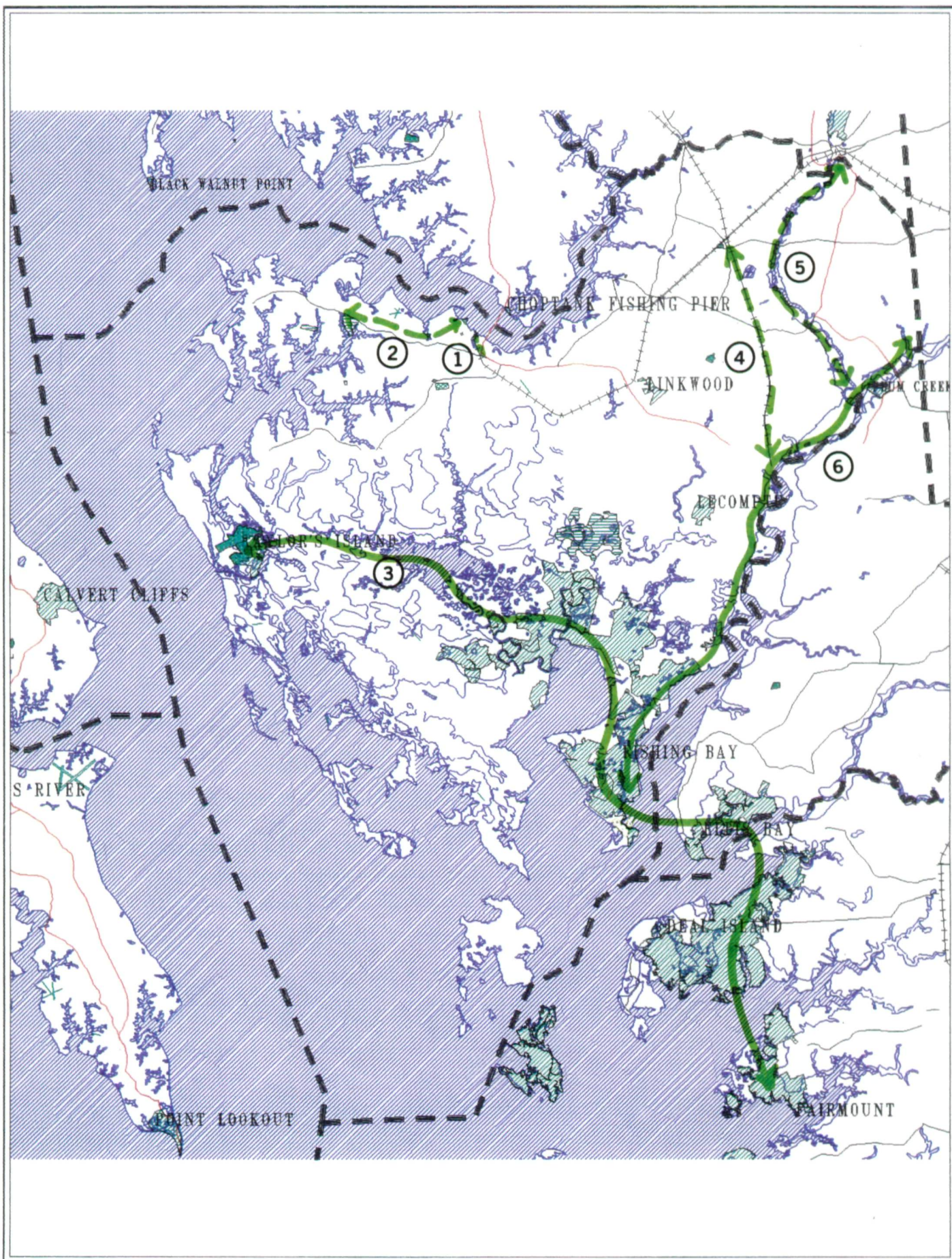
The state currently owns approximately 450 acres along Zekiah Swamp and has authority to purchase up to 5,000 acres. However, additional state acquisitions are not likely in the near future. County land use policy, wetlands regulations and a strong conservation ethic among private landowners will provide a significant level of protection for this natural greenway.

DORCHESTER COUNTY

DORCHESTER COUNTY

1. *Cambridge Waterfront*
2. *Choptank River Greenway*
3. *Fishing Bay*
4. *Hurlock Rail Trail*
5. *Marshyhope Creek*
6. *Nanticoke River*

Dorchester County





DORCHESTER COUNTY GREENWAYS

There is not a lot of locally owned public land in Dorchester County; however, the southern end of the county has a great deal of land owned by the state and federal government. The county lies in the eastern flyway and is an important area for migrating, wintering and breeding waterfowl. The Blackwater-Nanticoke area has been identified as a focus area in the North American Waterfowl Management Plan. The large amount of marsh, woodland and agricultural lands in this area make up a very diverse ecosystem, valuable to many wildlife species.

The idea of greenway corridors is relatively new to Dorchester County, but several corridors exist on public lands, and there are a number of potential corridors.

Cambridge Waterfront: a potential development along the Choptank River that would incorporate open space, recreation and commercial activities. Preliminary plans include a proposal for a waterfront park development, Sailwinds, and a visitors center to be established on land between the Choptank River fishing pier and the Cambridge Creek bridge. County officials hope the project will attract a major hotel and restaurants to help make Cambridge a tourist destination. The project may also include utilization of a portion of the Eastern Shore State Hospital property that may be declared surplus.

The county is currently exploring the feasibility of this project with the Maryland Port Administration and discussing funding options. Initial cost estimates show an \$8.2 million investment would be needed.

Choptank River Greenway: a potential greenway corridor along the Choptank River. The corridor would run roughly from Travers Wharf to Whitehall Creek. It would include property under easement with the Maryland Environmental Trust, the Cambridge Country Club, the University of Maryland Center for Environmental and Estuarine Studies at Horn Point, Great Marsh Park and Long Wharf Park. The Choptank River has been studied and determined to be eligible for designation under the state Scenic and Wild Rivers Program. The next step in the process would be for the county to indicate their interest in designation. Designation provides additional protection and the opportunity for technical assistance from the state in river management and resource conservation.

Fishing Bay: an existing greenway along the southern end of the county. The corridor includes the 18,000-acre Fishing Bay Wildlife Management Area, the 15,000-acre, federally-owned Blackwater National Wildlife Refuge, and the 1,100-acre Taylor's Island Wildlife Management Area.

Most of the parcels along the eastern border are contiguous, connected by wetlands and therefore still protected. Wetlands also provide a link to the large parcel under easement with the Maryland Environmental Trust to the north of Fishing Bay. A branch can also be made across the Nanticoke River to Ellis Bay in Wicomico County.

Hurlock Rail Trail: a potential rail trail conversion along a rail corridor running between Hurlock and the Delmarva Power and Light (DPL) power plant near Vienna Park. The line is currently inactive and owned by DPL. The line may be used in the future by the power company if the power plant begins to use coal.

This line is part of the rail corridor that once ran to Salisbury. Wicomico County is planning to establish a rail trail on the section between Salisbury and Hebron, currently owned by MDOT. A proposed extension to Vienna would tie the Salisbury rail trail into this trail.

Marshyhope Creek: a potential greenway along Marshyhope Creek. This corridor is undeveloped and protected by wetlands, marsh and wooded banks. It provides valuable habitat and stream buffer. The corridor extends into Caroline County where it links into Idylwild Wildlife Management Area and could potentially be extended into Delaware through the planned acquisition of Marshyhope Ponds. Marshyhope Creek was deemed to have statewide significance by the Scenic and Wild Rivers Program and is eligible for designation.

Nanticoke River: an existing greenway along the Nanticoke River. The Nanticoke River was studied by the Maryland Scenic and Wild Rivers Program and was found to possess nationally significant natural, recreational and cultural values. Should the county express interest, the river may receive official designation as a Scenic and Wild River. There is little publicly owned land along the river corridor, but there is a local park, Vienna Park, and a power plant operated by Delmarva Power and Light. Lands not in public ownership are also protected by non-profit organizations such as The Nature Conservancy, Boy Scouts of America, and religious organizations.

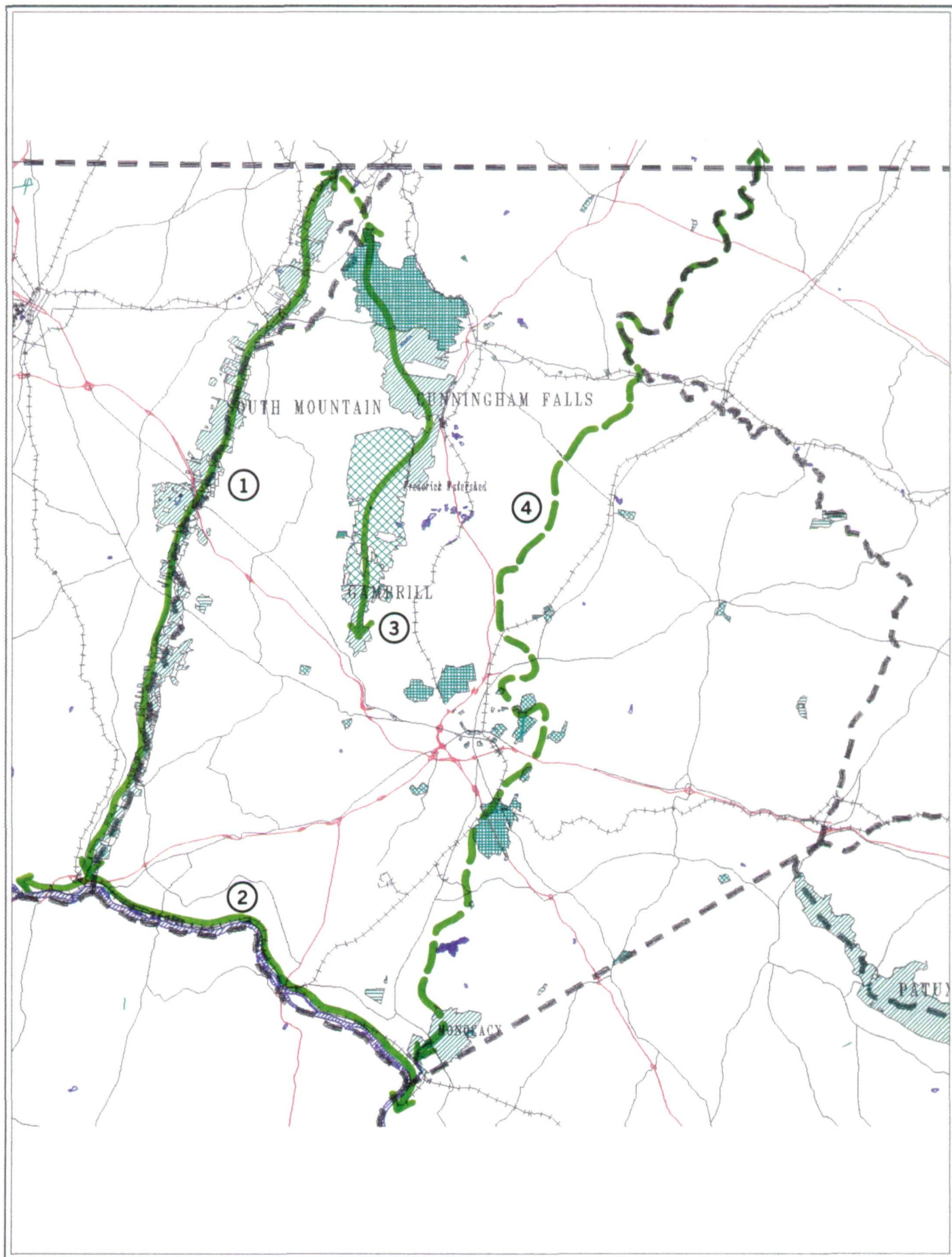
The corridor is largely undeveloped and will remain that way due to the land characteristics. Most of the surrounding land is either marsh land or steep slopes. As such, this greenway corridor is ideal for wildlife. Bass fishing, boating and canoeing are activities currently enjoyed on the river.

FREDERICK COUNTY

FREDERICK COUNTY

1. *Appalachian Trail*
2. *C&O Canal National Historical Park*
3. *Catoctin-Gambrill Greenway*
4. *Monocacy Scenic River Greenway*

Frederick County





FREDERICK COUNTY GREENWAY

With several outstanding parcels of established open space, Frederick County already has the beginnings of a magnificent greenway system. The parks and trails of South Mountain and Catoctin Mountain, the Potomac River and C&O Canal, Sugarloaf Mountain and the Monocacy Natural Resources Area, are the foundation of a network of connecting communities with natural, historic and recreational resources throughout the county.

The county is currently considering establishing policies to provide protection of particular stream valleys.

Appalachian Trail: an existing greenway stretching from Maine to Georgia through Maryland along the South Mountain Ridge line. About 40 percent of Maryland's portion of the Appalachian Trail lies in Frederick County.

In Maryland, the trail begins in Washington County at Pen Mar Park then moves south through the South Mountain Natural Environment Area along the border of Frederick and Washington counties, weaving back and forth between the two jurisdictions, until it reaches the C&O Canal.

Most of the trail corridor is in public ownership and managed by DNR. However, small sections are currently under private ownership. The state DNR and the National Park Service are working jointly to identify an alignment that will bring the entire trail under some form of protection.

C&O Canal National Historical Park: an existing 180-mile long, natural surface path that runs along the C&O Canal towpath between Cumberland, Maryland and Georgetown in Washington, DC. Approximately 16 miles of the path runs through Frederick County along the Potomac River. The path is suitable for hiking, jogging, and mountain biking.

Catoctin-Gambrill Greenway: an existing greenway consisting of over 6,000 acres of publicly owned land. The greenway includes Catoctin Mountain Park (federal), Cunningham Falls State Park (which connects to the town of Thurmont), Frederick Municipal Forest and Gambrill State Park.

Future connections may be possible to Fort Ritchie Military Reservation, which connects to South Mountain Natural Environment Area. No plans currently exist for a southern connection to the City of Frederick, but a corridor along Carroll Creek may be a possibility.

Monocacy Scenic River Greenway: a potential greenway along the 58-mile long river that stretches from the Maryland-Pennsylvania border south to the Potomac River. This corridor would provide a major spine through the center of the county providing linkages to the C&O Canal, Sugarloaf Mountain Park,

Monocacy Natural Resource Management Area, and Buckeystown Community Park, with possible branches along tributaries that could connect to Carroll Creek Park in downtown Frederick and Ballenger Creek Park just outside Frederick.

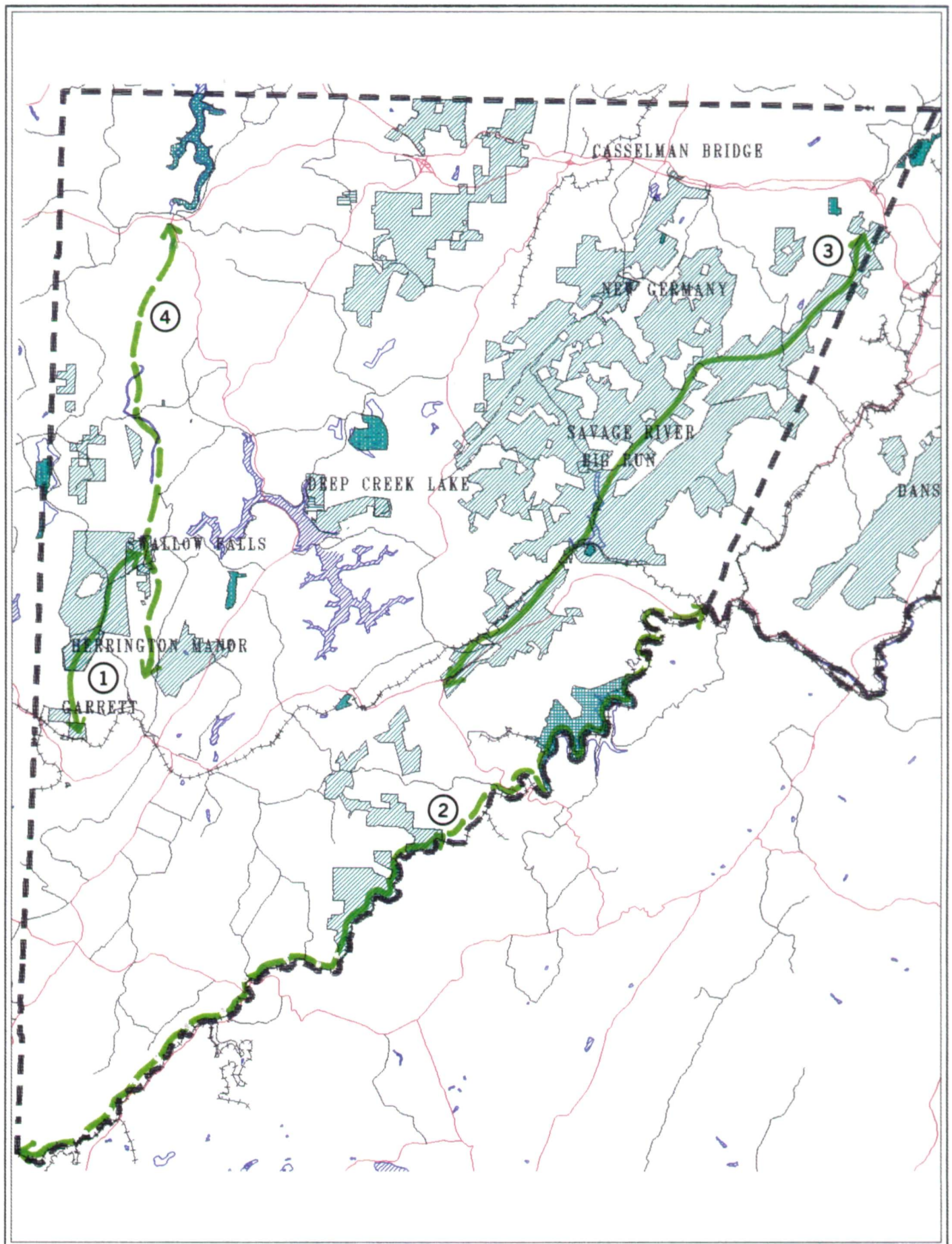
The Monocacy River is the largest Maryland tributary to the Potomac. Since the late 1940's, planning efforts have been underway to protect the river from pollution and erosion and to preserve the scenic landscape within the river basin. The most recent plan has been developed by the Monocacy Scenic River Local Advisory Board. Protection of this corridor would minimize flood damage and protect water quality and wildlife habitat.

GARRETT COUNTY

GARRETT COUNTY

1. *Garrett State Forest Greenway*
2. *Potomac River Greenway*
3. *Savage River State Forest*
4. *Youghiogheny Scenic and Wild River*

Garrett County





GARRETT COUNTY GREENWAYS

Garrett County is one of two counties in the state that has so much protected forest land that it has been exempted from the forest conservation act. The state owns approximately 77,000 acres in Garrett County including several state parks, state forests and wildlife management areas. The Maryland Office of Planning reports that Garrett County has 294,000 acres of forest land, which represents approximately 70 percent of the county's total land area.

Garrett County's primary interest in greenways is to find ways to utilize the vast amount of land already protected to enhance tourism and outdoor recreation activities. There are, however, some greenway connections and extensions that are desirable.

Garrett State Forest Greenway: an existing greenway along the western border of Garrett County. This greenway includes Garrett State Forest, Swallow Falls State Park and Herrington Manor State Park. The parks offer a variety of recreational opportunities, including, swimming, boating, hiking, cross-country skiing, camping and fishing.

Potomac River Greenway: a potential greenway along the Potomac River stretching from the border with Allegany County to the large land parcel owned by the Army Corps of Engineers around Jennings Randolph Lake. Following a sizeable gap around the Kitzmiller area, the greenway picks up again with protected land in Potomac River State Forest.

Savage River State Forest: a large area of protected land currently exists in the eastern mid-portion of the county. Portions of the Potomac and Savage River State Forests, along with Big Run State Park, New Germany State Park, and Finzel Swamp Preserve all connect to form a protected land mass of about 50,000 acres.

Savage River State Forest contains hiking trails, cross country ski trails and snow mobile trails. The state parks offer camping facilities and other recreational activities.

Youghiogheny Scenic and Wild River: a potential greenway corridor along the Youghiogheny River. The Youghiogheny is one of nine rivers recognized in the Maryland Scenic & Wild Rivers Act (1972 amendment) as scenic. It is the only state river also classified as "wild" - a distinction that applies to the river segment flowing from Miller's Run to the southern corporate limits of Friendsville. According to a national study, the Youghiogheny possess "substantial natural values, especially outstanding whitewater, the impressive scenic beauty of narrow, heavily forested gorges, and excellent trout fisheries. The wild segment is noted for its generally inaccessible, primitive character."

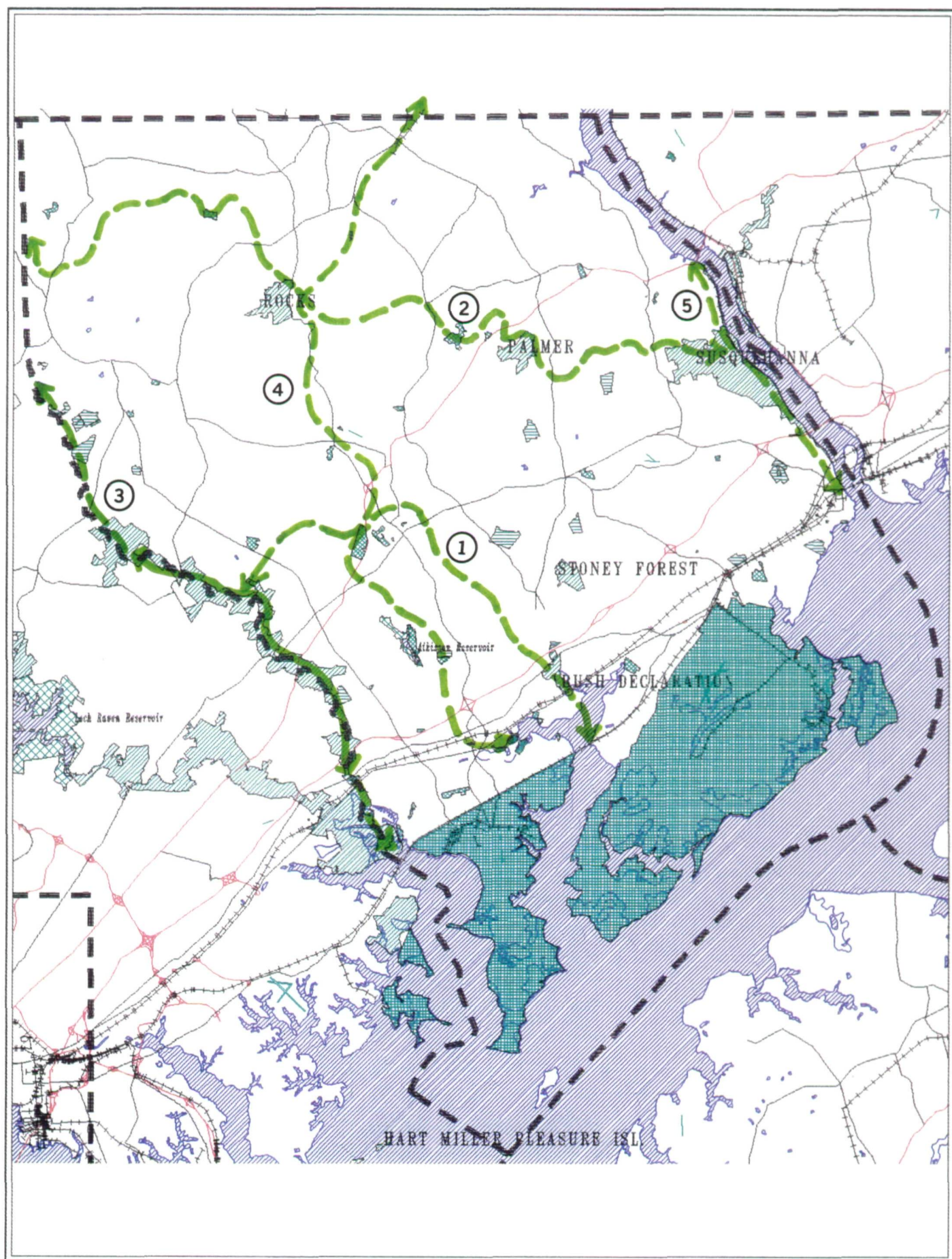
DNR has defined a river management boundary (scenic corridor) which encompasses approximately 4,731 acres. The department currently has acquired more than 2,000 acres and will continue to acquire land from willing sellers.

HARFORD COUNTY

HARFORD COUNTY

1. *Bynum Run/Winters Run Loop*
2. *Deer Creek Scenic River*
3. *Gunpowder Falls*
4. *Ma-Pa Heritage Rail Trail*
5. *Susquehanna River Greenway*

Harford County





HARFORD COUNTY GREENWAYS

Protection of stream corridors in Harford County is currently addressed primarily through the buffer regulations of the Natural Resources District in the zoning code. The 1993 Land Preservation and Recreation Plan will include greenways as a component of a larger system of preserved land or open space and will coordinate access, recreation, and land and resource management for these areas.

Harford County's Development Envelope runs along Interstate 95 as well as Route 24, and was designated in order to concentrate future development. Greenways will be an especially helpful mechanism for providing environmental benefits and open spaces in this portion of the county where the majority of the population is expected to reside.

The Commission on Environmental Land Preservation has been established by the county to assist in taking actions to preserve environmentally sensitive land, some of which may include greenways.

Bynum Run/Winters Run Loop: a proposed stream valley greenway in southwestern Harford County. This open space system is anticipated to provide a variety of environmental and recreational benefits, and some portions of the greenway may accommodate pathways and trails.

Several county sites have been acquired along or near these stream areas, and developers have also set aside local open space for passive use in these sensitive areas. The state also owns over 250 acres in the Bush Declaration Natural Resource Management Area along Bynum Run. Winters Run borders the western edge of the Development Envelope, and protection of this corridor would provide an important buffer.

Deer Creek Scenic River: a proposed greenway in northern Harford County along one of Maryland's designated scenic rivers. This stream valley would provide a wildlife corridor and water quality benefits and could link several parcels of publicly owned land, including Susquehanna State Park, Rocks State Park, Palmer State Park and the county park at Eden Mill.

Local interest and private preservation efforts have begun to explore opportunities for private management of the river corridor. The state and county parks already located along Deer Creek would provide a variety of public access points to this protected corridor.

Gunpowder Falls: a proposed stream valley greenway along the western boundary of Harford County that would link the county to greenways in

Baltimore County. A major portion of this area is currently state-owned and managed as Gunpowder Falls State Park.

Ma-Pa Heritage Rail Trail: a proposed greenway aimed at preserving and incorporating portions of the former Maryland-Pennsylvania rail line as part of a trail system. Historic structures and ruins associated with this railroad remain scattered throughout the county. Although the easement has reverted to private ownership, some remnants in and near the Development Envelope have not yet been built upon and could intersect with the Bynum-Winters system. Portions of the old rail leading north from Forest Hill to Cardiff could provide a recreational linkage to the more rural northern area of the county, it may be possible to extend the corridor into Pennsylvania.

Susquehanna River Greenway: a proposed rail trail and natural areas corridor that would provide a connection between the town of Havre de Grace, Susquehanna State Park and the Conowingo Dam. The proposed trail would follow the railroad right-of-way used by the Philadelphia Electric Company during the construction of the dam.

Philadelphia Electric Company has retained ownership of the right-of-way but currently leases the section within Susquehanna State Park to DNR. Philadelphia Electric Company has been meeting with the state, county and other interested parties to discuss plans for this area, and a class at Towson State University is developing conceptual ideas for this site as part of a graduate level course in greenways. In addition, DNR has included funding for trail development within the park as part of the FY94 capital budget.

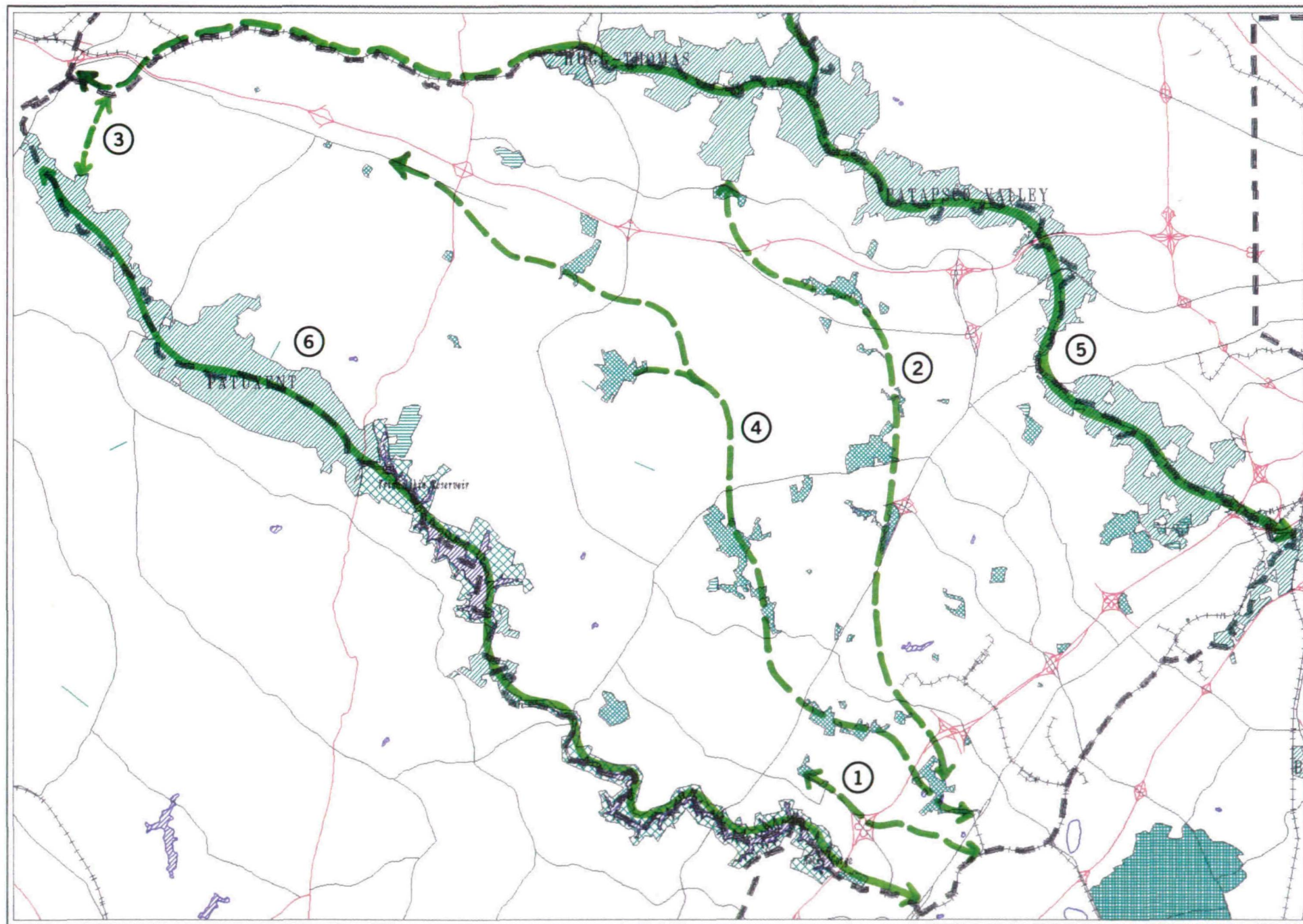
An extension of the trail across the river and along the Cecil county shoreline is also being considered. This would take advantage of the redevelopment efforts underway in Port Deposit. Providing river crossings at Rt. 1 and Rt. 40 or I-95 will be major obstacles to establishing this greenway loop.

HOWARD COUNTY

HOWARD COUNTY

1. *Hammond Branch Greenway*
2. *Little Patuxent Greenway*
3. *Long Corner Connector*
4. *Middle Patuxent Greenway*
5. *Patapsco Regional Greenway*
6. *Patuxent Regional Greenway*

Howard County





HOWARD COUNTY GREENWAYS

Howard County has an extensive stream valley park system now referred to as a greenway system. In all, the county has about 31,000 acres in some form of permanent preservation. Howard County has designated a number of primary greenways. Efforts to protect these corridors will include stream buffer requirements, 100-year floodplain protection, open-space dedication when development occurs, and protection through public ownership and conservation/recreation easements.

The county is concentrating on establishing greenways in the heavily developed, eastern portion of the county. The town of Columbia has over 2,500 acres in privately-owned open space that includes an extensive pathway network connecting residential areas to schools and other public facilities.

Hammond Branch Greenway: a potential greenway running along Hammond Branch from the Little Patuxent River at the county line. The corridor runs within a mile of Savage Park and continues northwest, passing the Maryland-Virginia Milk Producer Co-Op and Hammond Park.

Little Patuxent Greenway: a partially established 15-mile greenway along the Little Patuxent River. The river valley extends in a northerly direction from its junction with the Middle Patuxent. Five county-owned parks exist along this corridor: Savage Park, David W. Force Park, Gwynn Acres, Centennial Park and Alpha Ridge Community Park.

The county is currently working to establish a connection between the Alpha Ridge Park and the Patapsco Regional Greenway. Additional areas are protected within Columbia's open space, including the Lake Kittamaquinoi Area, and within the privately-owned Turf Valley Country Club. The county is acquiring more sections through the subdivision process. A pedestrian pathway, including boardwalks, has been constructed along a half mile of the river at Gwynn Acres, and a 4.5-mile pathway is planned for the segment from Lake Elkhorn to Savage Park.

Long Corner Connector: a potential greenway along an unnamed tributary in the northwestern part of the county. This greenway would provide the critical link between the proposed Patapsco Regional Greenway and the Patuxent Regional Greenway.

Although the county recognizes the importance of this section, no specific plans exist as yet to acquire property or easements along this corridor.

Middle Patuxent Greenway: a partially established 19-mile greenway extending diagonally through the center of Howard County from Savage to Cooksville. County-owned parks (Savage, Gorman and West Friendship) make

up portions of the greenway. The county is working to purchase another significant parcel, the Middle Patuxent Environmental Area. The corridor also includes the University of Maryland's Central Farm. Smaller portions are being acquired through the subdivision process. The county's approximately one-mile long Mill Trail parallels the river in Savage Park.

The significance of this greenway is its role as a natural buffer area between the more densely developed eastern portion of the county and the rural western portion. A proposal for a "Mid-County Greenbelt" encompassing parts of the Middle Patuxent is included in the Howard County General Plan.

Patapsco Regional Greenway: a partially established, multi-jurisdictional greenway along the Patapsco River. The Patapsco Valley State Park serves as the spine for the greenway and provides over 13,000 acres of protected land in Anne Arundel, Baltimore, Carroll and Howard Counties. The state park has five separate recreation areas that are heavily used by residents of the surrounding urban area.

Much of the land is protected in Howard County within Patapsco Valley State Park and Hugg Thomas Wildlife Management Area (WMA). The county has been acquiring land along the South Branch, and at one such parcel which will connect Hugg-Thomas WMA to Patapsco Valley State Park, a small, neighborhood park will be created. The state park is not continuous around Ellicott City, an historic town on the river. Ellicott City, site of the nation's first railroad terminus, has been working on restoring the rail station, street improvements, landscaping, and the bridge connection to Oella on the Baltimore County side of the river. If the greenway were to connect to this historic town, access to Baltimore County's #9 Trolley and Caton-Loudon trails would also be made possible, allowing a scenic and cultural route all the way into the City of Baltimore.

West of Sykesville, the river corridor known as the South Branch of the Patapsco remains unprotected. Howard County is interested in working with Carroll County to protect the corridor west to Mt. Airy, as well as connecting the Patapsco Regional Greenway to the Patuxent Greenway via the Long Corner Connector. The county is investigating the possibilities of connecting greenways along Cabin Branch, Cattail Creek, the Middle Patuxent and Little Patuxent rivers.

Patuxent Regional Greenway: a partially established regional greenway that includes seven jurisdictions extending from central Maryland through southern Maryland. In Howard County, the corridor is about 30 miles long and forms the boundary between Howard and its neighboring counties, Montgomery and Prince George's. The greenway includes the five-mile long Triadelphia Reservoir and the seven-mile long T. Howard Duckett (Rocky

Gorge) Reservoir. The majority of the shoreline is in state and Washington Suburban Sanitary Commission (WSSC) ownership. The county owns approximately 2.5 miles of shoreline, including High Ridge Park. There are some trails located on the WSSC property.

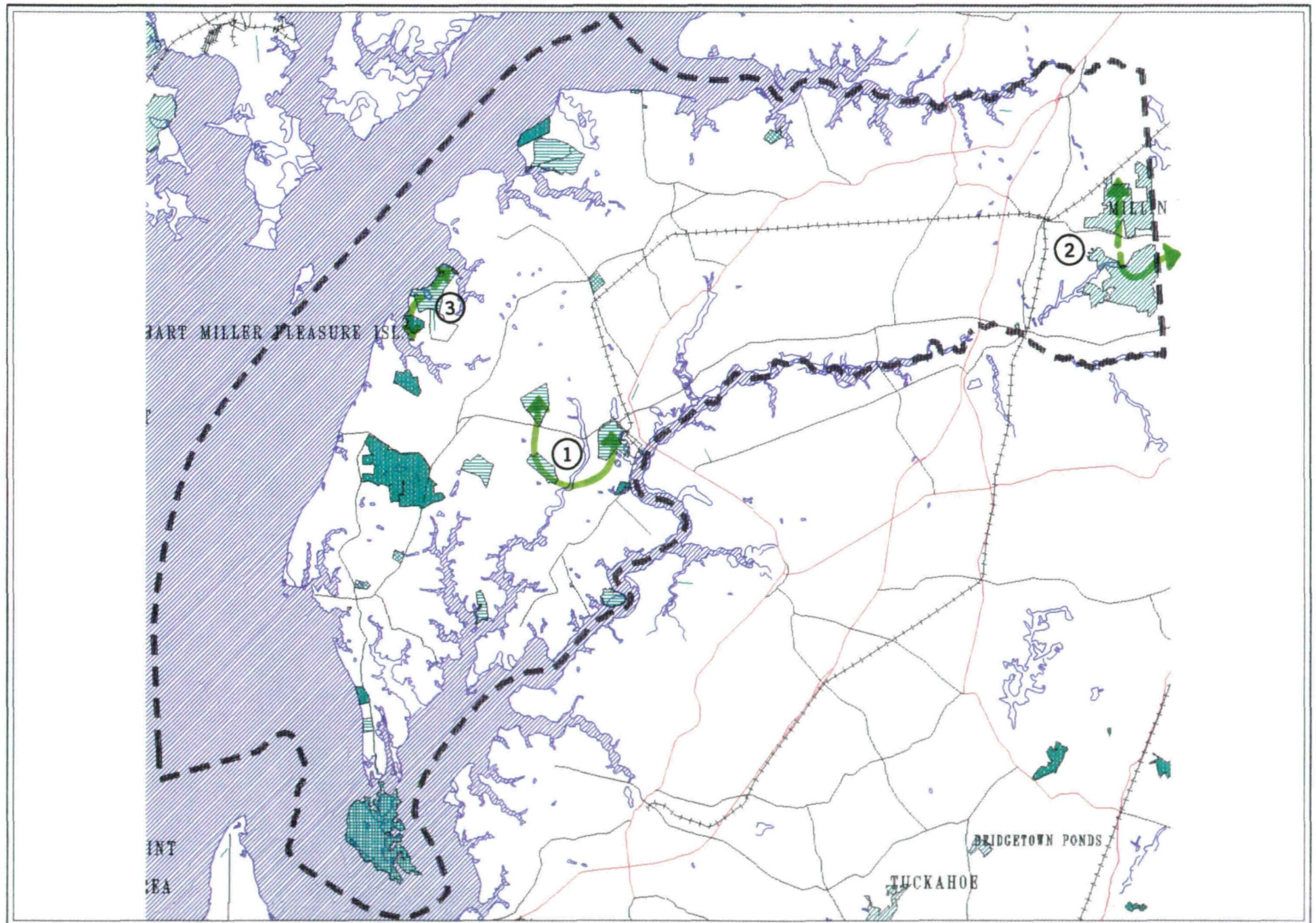
The Patuxent River has been designated under the state's Scenic and Wild Rivers Program. This river valley is of major significance because it is a natural area located between major population centers of the Baltimore and Washington suburbs. It is readily accessible within a short travel distance for day trips. In addition, it naturally connects with the lower portions of the river valley between Prince George's, Anne Arundel and Calvert Counties, giving it the potential for a long-distance recreational greenway of almost 100 miles.

KENT COUNTY

KENT COUNTY

1. *Chestertown Greenway*
2. *Millington Wildlife Management Area*
3. *Still Pond Creek to Fairlee Creek Greenway*

Kent County





KENT COUNTY GREENWAYS

Kent County is a largely agricultural community with abundant privately owned open space. There are 5,972 acres in parks and publicly owned open space. Another 11,540 acres is in some form of permanent preservation. It is Kent County's goal to preserve its agricultural and natural resources.

Chestertown Greenway: a patchwork of protected land that includes farm land preserved through agricultural easements, land held by the Maryland Environmental Trust, and several small, local parks. Although this corridor involves private land and is not suitable for public access or recreation activities, it provides significant land conservation in the most populated area of the county.

Millington Wildlife Management Area: an existing interstate greenway running from Millington Wildlife Management Area in Maryland to the Blackbird State Forest in Delaware. Currently the two large parcels of state-owned property that make up Millington Wildlife Management Area in Maryland are unconnected. However, there is a stream running between the two properties, and there is only a short distance needed to connect the two parcels.

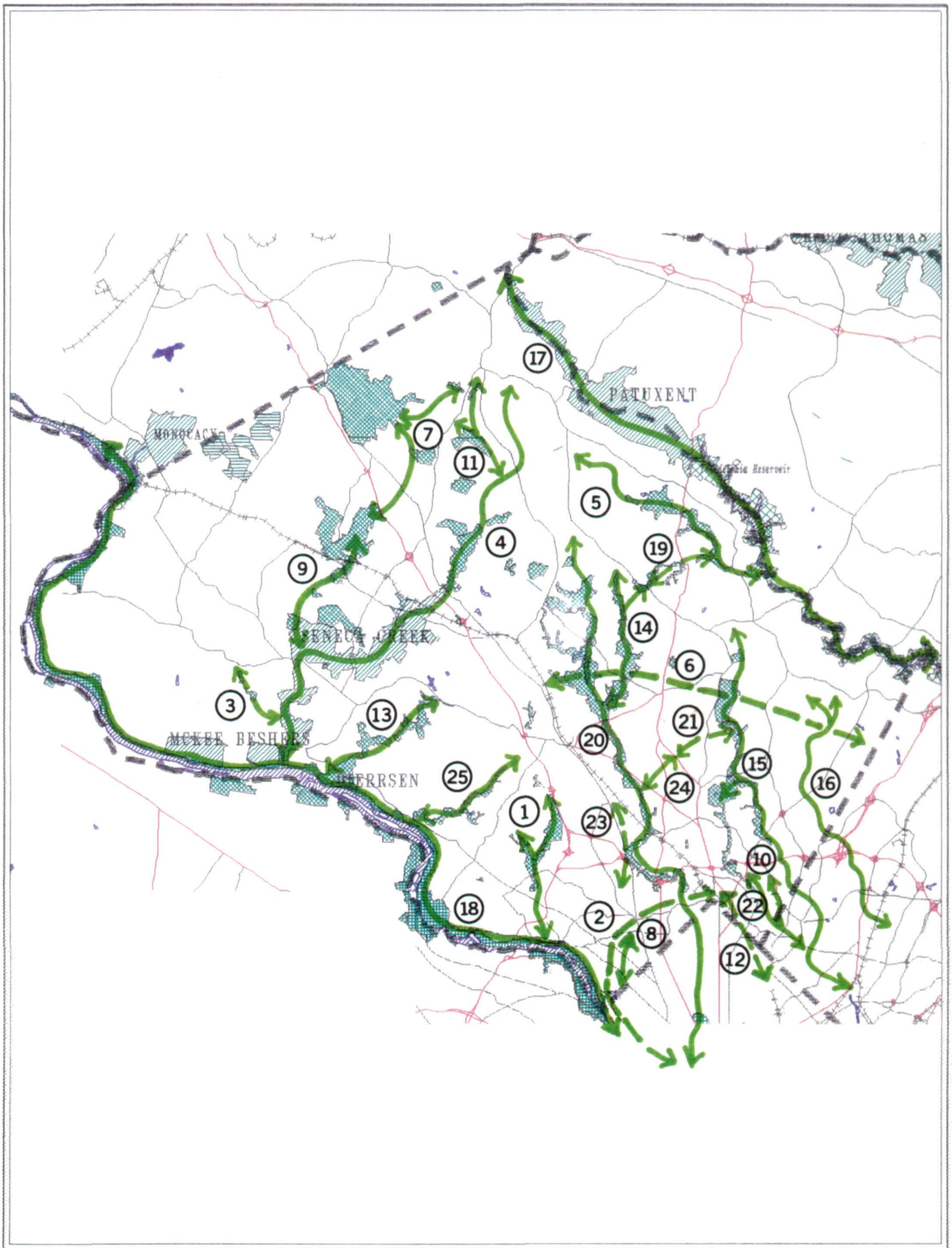
Still Pond Creek to Fairlee Creek Greenway: a potential greenway along the Chesapeake Bay on the northeast side of the county. Existing protected land includes two large parcels under easement with the Maryland Environmental Trust. At the southern end of the potential greenway is the Great Oak Yacht Club and Golf Course. A large parcel between Still Pond Creek and Worton Creek would come close to completing the link between the two environmental easement properties. The owner of this parcel has generously made arrangements to eventually bequeath this property to the Maryland Environmental Trust.

MONTGOMERY COUNTY

MONTGOMERY COUNTY

1. *Cabin John Creek*
2. *Capital Crescent Trail*
3. *Dry Seneca Creek*
4. *Great Seneca Creek*
5. *Hawlings River*
6. *Intercounty Connector*
7. *Little Bennett Creek*
8. *Little Falls Creek*
9. *Little Seneca Creek*
10. *Long Branch*
11. *Magruder Branch*
12. *Metropolitan Branch Trail*
13. *Muddy Branch*
14. *North Branch*
15. *Northwest Branch*
16. *Paint Branch*
17. *Patuxent Regional Greenway*
18. *Potomac River Greenway*
19. *Reddy Branch*
20. *Rock Creek*
21. *Rockville Facility Right-of-Way*
22. *Sligo Creek*
23. *Tennally Town Trolley Line*
24. *Turkey Branch*
25. *Watts Branch*

Montgomery County





MONTGOMERY COUNTY GREENWAYS

Montgomery County's park acquisition program, which has been active since the creation of the Maryland-National Capital Park and Planning Commission (M-NCPPC) by the General Assembly in the 1920's, forms the basis of an extensive stream valley greenway system. Land use regulations and the subdivision review process are also utilized to protect riparian areas and establish stream corridor greenways.

An expanding urban population has led the county to examine non-motorized transportation options in recent years. Additional development of walking and bicycling routes, using parks, rights-of-way and dedicated streets, will tie into Montgomery County's greenway network.

Cabin John Creek: an existing stream valley greenway which runs from just south of the City of Rockville to connect with the Potomac River. The corridor is owned by M-NCPPC. An unpaved walking trail is adjacent to the stream.

Capital Crescent Trail: a rail trail currently under construction running from Georgetown (Washington, D.C.) to Silver Spring, Maryland. M-NCPPC is currently constructing a 3.4-mile section of the trail that will extend from Bethesda Avenue to the D.C. line. The trail will be a 10-foot wide, asphalt bike path with a parallel 4-foot wide, unpaved hiking and jogging trail along 60 percent of its length. The trail will connect to a paved trail to Georgetown to be built by the National Park Service. In Bethesda, a half-mile section from Bethesda Avenue to the Bethesda Pool will be partially constructed by PEPCO.

Design, construction and operation of the trail in Maryland will be handled by the M-NCPPC. The commission recently received approval for \$867,000 in transportation enhancement funds for trail construction between the D.C. line and Bethesda. The county purchased the land for the trail in 1988 from the CSX Corporation, which had operated freight service on the Georgetown Branch since 1910. The trail should be completed by fall, 1994.

Dry Seneca Creek: a potential stream valley greenway which has its origins just south of Route 107 near Poolesville and connects with Great Seneca Creek to the southeast. M-NCPPC owns a section of the Dry Seneca Creek stream valley. The remaining portion of the corridor is within the acquisition boundary for the county's Dry Seneca Creek Park.

Great Seneca Creek: an existing stream valley greenway which begins in Damascus and connects with the Potomac River. Additional linkages occur with Dry Seneca and Little Seneca Creeks.

Seneca Creek State Park and M-NCPPC's Great Seneca Creek Park combine to place most of the corridor in public ownership. The greenway provides water quality, resource protection and recreational benefits.

Hawlings River: an existing greenway that begins at the Rachel Carson Conservation Area, located just east of Laytonsville. The greenway has links with both Reddy Branch and the Patuxent River. M-NCPPC owns the stream valley corridor. An unpaved walking trail has been proposed adjacent to the Hawlings River.

Intercounty Connector: a 300-footwide transportation corridor extending from I-270 at the Shady Grove Metrorail to I-95. Access for non-motorized transportation is proposed. The concept of a linear greenway component will be considered in conjunction with the transportation use of the right-of-way.

Little Bennett Creek: a stream valley greenway originating in Oak Ridge and traveling southwest through Clarksburg and into the Black Hills Regional Park. Ownership is both public and private. A majority of the corridor lies within the M-NCPPC park acquisition boundary. Future linkage with Little Seneca Creek is planned.

Little Falls Creek: a stream valley greenway stretching from just southwest of Bethesda to the Potomac River. M-NCPPC owns the land within the Little Falls Creek stream corridor.

Little Falls Creek Park contains a paved bike trail and other walking trails. The Capital Crescent Trail will link to the Little Falls Creek Greenway when construction is completed.

Little Seneca Creek: a partially established greenway that originates south of Clarksburg and links with Great Seneca Creek to the southwest. M-NCPPC owns sections of the stream valley corridor.

Future plans for the Little Seneca Creek Greenway include additional acquisition and linkage with Little Bennett Creek. Currently, the greenway provides resource protection and water quality benefits.

Long Branch: an existing greenway that begins south of Franklin Street in Silver Spring and travels south into Takoma Park. M-NCPPC owns the greenway corridor. Walking and paved bicycle trails are adjacent to the stream in some locations.

Magruder Branch: an existing stream valley greenway originating south of Damascus and connecting to Great Seneca Creek. The corridor is owned by M-NCPPC and contains a paved bike trail.

Equestrian and walking trails are future considerations. The Magruder Branch Greenway currently provides water quality and resource protection benefits.

Metropolitan Branch Trail: a potential seven-mile bikeway and pedestrian path that would run from Silver Spring to Union Station in Washington, D.C. The trail would be a valuable recreational asset and a major commuting route for bicyclists and pedestrians. The trail would provide access to seven metro stations.

It would provide connections to the Anacostia Headwaters Greenway, Rock Creek Parkway, and the proposed Capital Crescent Trail. Utilizing Potomac River bridges, the Metropolitan Branch Trail would connect with over 100 miles of bicycle trails in Northern Virginia.

Muddy Branch: an existing stream valley greenway beginning south of Gaithersburg and connecting to the Potomac River. The corridor is under the ownership of M-NCPPC.

Currently, the greenway is undeveloped. An equestrian-walking trail linking to Blockhouse Point Park and the C&O Canal National Historical Park has been proposed.

North Branch: an existing stream valley greenway starting south of Route 108 near Mt. Zion and connecting to Rock Creek. The corridor is owned by M-NCPPC.

North Branch Park is largely undeveloped. A trail system is located adjacent to Lake Frank near the southern portion of the greenway. Extension of this trail has been proposed. Properties linking the North Branch Greenway with Reddy Branch Park are within the commission's acquisition boundaries.

Northwest Branch: an existing greenway that originates near Route 108 in the Olney/Sandy Spring area and flows south to connect with the Anacostia River mainstem in Prince George's County. The vast majority of the Northwest Branch corridor is owned by M-NCPPC.

Northwest Branch Park is a component of the Anacostia Headwaters Greenway. Unpaved trails are planned for the northern section of the stream valley. A paved bicycling-walking trail currently runs south from the Capital Beltway. Northwest Branch links to the Sligo Creek Greenway.

Paint Branch: a stream valley park which is a component of the Anacostia Headwaters Greenway. The Montgomery County portion of the corridor is in public ownership. Paint Branch originates south of Route 108 near

Burtonsville and flows toward the southeast through the U.S. Naval Surface Weapons Center. This system is recognized as a significant trout habitat resource.

Paint Branch Park contains a small segment of paved trail in Montgomery County. Using local roadways, it is possible to connect to Northwest Branch. A more extensive equestrian-walking trail has been proposed for the Paint Branch Greenway.

Patuxent Regional Greenway: a partially established regional greenway that includes seven jurisdictions extending from central Maryland through southern Maryland. The Patuxent River serves as the spine for the greenway which runs through Howard, Montgomery, Anne Arundel, Prince George's, Calvert, Charles, and St. Mary's Counties. DNR currently owns about 15,000 acres along the Patuxent River and is working with local officials to extend protection along the mainstem.

The Patuxent River forms the northeast boundary of Montgomery County. A significant portion of the Patuxent Regional Greenway corridor in Montgomery County is owned by DNR (Patuxent River State Park) and WSSC (Tridelphia and T. Howard Duckett Reservoirs). The Primary Management Area Program is also an important mechanism that Montgomery County utilizes to protect water quality and riparian resources in the Patuxent corridor. The Patuxent Regional Greenway links with Hawlings River in Montgomery County.

The primary purpose of the upper Patuxent Regional Greenway is water quality protection. Trails for public use do, however, run through sections of the corridor. Fishing, canoeing and rowing are also available at both reservoirs.

Potomac River Greenway: an existing greenway along the Potomac River. Public properties in Montgomery County make a significant contribution to the multi-state Potomac River Greenway. Cabin John Branch, Little Falls Creek, Muddy Branch, Great Seneca Creek, Rock Run and Watts Branch are direct tributary stream valley greenways owned by M-NCPPC or DNR. The C&O Canal National Historical Park, which extends along the Potomac from Georgetown to Cumberland, places the river corridor in Montgomery County under the ownership and management of the National Park Service.

Trails for walking, bicycling and equestrian use exist or have been proposed for many of the stream valley greenways that link to the Potomac. The C&O Canal towpath is heavily used by both bicyclists and walkers. Access to the Potomac River is also available from the National Park for canoeists, fishermen and whitewater kayakers.

Reddy Branch: a partially established greenway that begins in the Rachel Carson Conservation Area and connects to North Branch. A portion of the corridor is owned by M-NCPPC. The remaining properties, which complete a link to North Branch, are within the county's acquisition boundaries.

Reddy Branch connects to the Hawlings River Greenway. An equestrian-walking trail system has been proposed jointly for both greenways.

Rock Creek: a stream valley greenway that originates south of Route 108, passes through Rockville, and enters the District of Columbia below Chevy Chase. The Rock Creek Greenway extends through Washington, D.C., to the Lincoln Memorial. M-NCPPC owns the corridor in Montgomery County. Rock Creek provides links to the North Branch and Cabin John Branch greenways.

A paved walking-bicycling trail runs from Lake Needwood, north of Rockville, to Chevy Chase. Beach Drive provides a connection for bicyclists through Rock Creek Park to downtown Washington. Rock Creek Park is one of the most popular bicycling locations in the Washington metropolitan area.

Rockville Facility Right-of-Way: a proposed transportation greenway which will link Rock Creek and Northwest Branch just north of Wheaton. The corridor will follow a right-of-way owned by Montgomery County from Northwest Branch to Georgia Avenue. Matthew Henson State Park, which includes the Turkey Branch stream corridor, will be utilized to make the connection from Georgia Avenue to Rock Creek.

Sligo Creek: a stream valley greenway which originates in Wheaton and connects with Northwest Branch in Prince George's County. Linkage with Northwest Branch is also possible through Wheaton Regional Park. Sligo Creek Park is a component of the Anacostia Headwaters Greenway and is owned by M-NCPPC.

A paved walking and bicycling trail runs adjacent to Sligo Creek in Montgomery County. This feature makes the Sligo Creek Greenway extremely popular in the Washington metropolitan area.

Tennally Town Trolley Line: a proposed transportation greenway. The abandoned right-of-way extends from the National Institutes of Health (NIH) campus at Old Georgetown Road and Cedar Lane north to White Flint. Connections can be made to metro stations located at White Flint and NIH.

Turkey Branch: an existing stream valley greenway. Matthew Henson State Park places most of the corridor in public ownership. M-NCPPC manages the greenway under an agreement with DNR. Turkey Branch currently connects

with Rock Creek Park and is a component of the Rockville Facility Right-of-Way transportation greenway proposal.

Watts Branch: a stream valley greenway which originates in the southwest section of Rockville and connects with the Potomac River. The corridor is owned and managed by M-NCPPC.

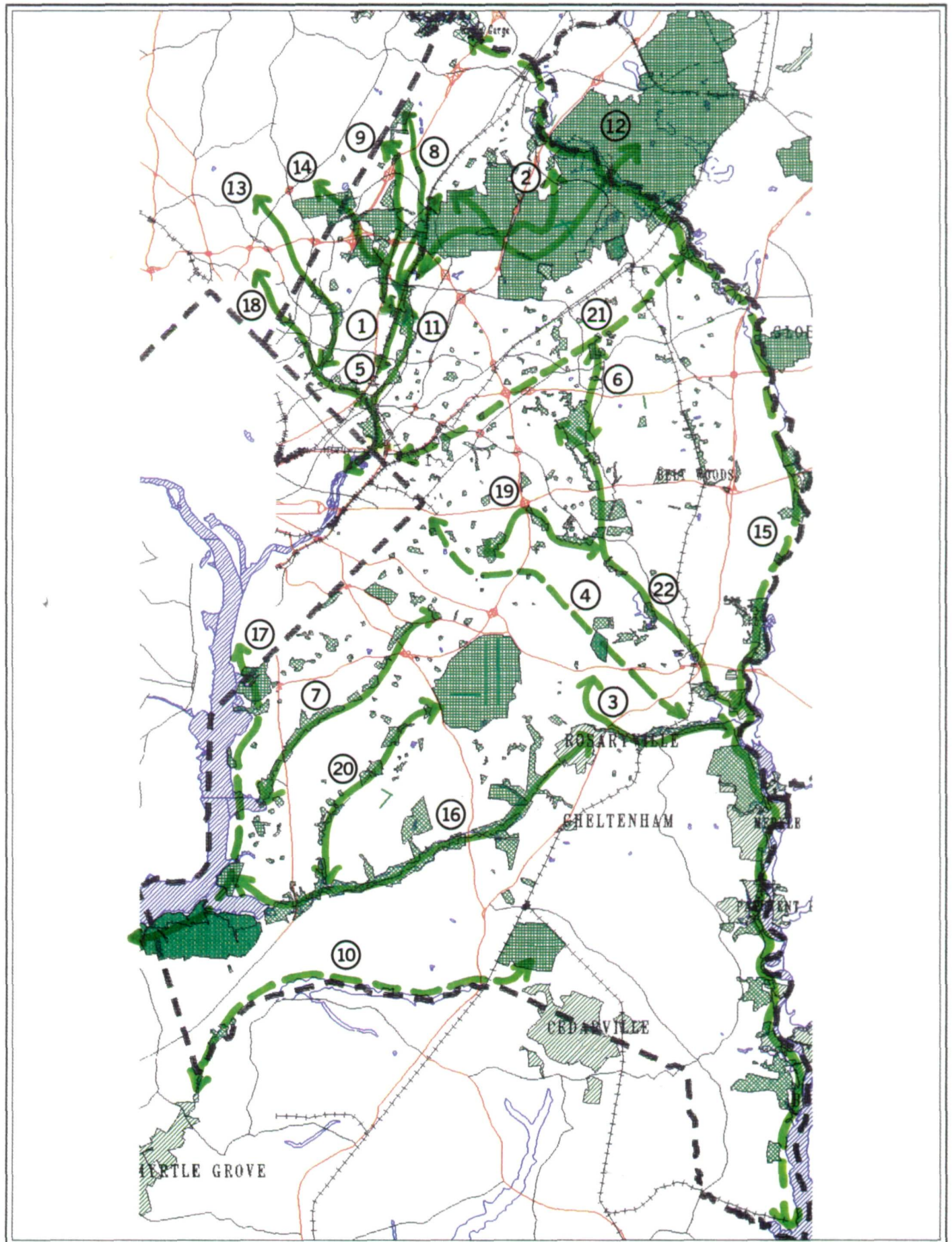
Watts Branch greenway currently provides water quality and resource protection benefits. An equestrian-walking trail has been proposed.

PRINCE GEORGE'S COUNTY

PRINCE GEORGE'S COUNTY

1. *Anacostia Headwaters Greenway*
2. *Beaverdam Creek*
3. *Charles Branch*
4. *Chesapeake Beach Rail Trail*
5. *D.C. Trolley Right-of-Way Rail Trail*
6. *Glenn Dale Greenway*
7. *Henson Creek*
8. *Indian Creek*
9. *Little Paint Branch*
10. *Mattawoman Creek*
11. *Northeast Branch*
12. *Northern Greenway*
13. *Northwest Branch*
14. *Paint Branch*
15. *Patuxent River*
16. *Piscataway Creek Greenway*
17. *Potomac River Greenway*
18. *Sligo Creek*
19. *Southwest Branch*
20. *Tinkers Creek*
21. *WB&A Trail*
22. *Western Branch*

Prince Georges County





PRINCE GEORGE'S COUNTY GREENWAYS

Protection of stream valley corridors has long been a focus of Prince George's County's and the Maryland National Capital Park and Planning Commission's (M-NCPPC) park acquisition program. General land use regulations as well as the development review process are also used by the county and M-NCPPC to promote greenway development and the county-wide walking, biking, equestrian trail system. Programs for the Chesapeake Bay Critical Area and Patuxent River Primary Management Area contribute significantly to river corridor protection efforts.

Like many other urban jurisdictions, Prince George's County and M-NCPPC have been examining non-motorized methods of transportation in recent years. Additional development of right-of-way, park trail and other transportation greenways will likely receive heavy future emphasis.

Anacostia Headwaters Greenway: an existing network of stream valley parks including: Beaverdam Creek, Indian Creek, Little Paint Branch, Northeast Branch, Northwest Branch, Paint Branch and Sligo Creek stream valley parks. This greenway system extends through most of the northern third of the county and into Montgomery County. It serves resource protection, recreation and transportation purposes.

The Anacostia Headwaters Greenway contains approximately 24 miles of trails, over half of which are already constructed. M-NCPPC officials have estimated that over \$4 million will be needed to build the remaining 10 miles. When completed, this trail network will provide linkages between densely populated residential communities and four metro stations planned to open in late 1993 or early 1994.

The county was recently awarded \$1.4 million in transportation enhancement funds and will be seeking an additional \$1 million to complete the system. About 1.41 miles of the trail will be built by the Washington Suburban Sanitary Commission (WSSC) as part of a sewer line upgrade at a cost of approximately \$2 million.

A local citizens group has worked with county, M-NCPPC and state officials and is pushing for completion of the trail network by 1994 when the new metro stations will open. The trails will be owned, managed and maintained by M-NCPPC.

Beaverdam Creek: a component of the Anacostia Headwaters Greenway. This corridor originates north of Bowie and connects with Indian Creek to the southwest. The greenway corridor is owned by the U.S. Department of Agriculture.

Charles Branch: a partially-established stream valley greenway along Charles Branch. This greenway provides connections to several major greenway projects, including the Chesapeake Beach Rail Trail, Western Branch, the Patuxent Regional Greenway, and Piscataway Creek stream valley park. The corridor includes several parks owned by M-NCPPC as well as Rosaryville State Park.

Chesapeake Beach Rail Trail: a potential regional hiking/biking/equestrian trail system that could utilize the original railroad route from Washington to Chesapeake Beach. This corridor could serve as the spine for a number of potential greenway branches that would provide access to public lands, the Patuxent River and the Chesapeake Bay. M-NCPPC has acquired portions of the corridor through the subdivision process. The trail would be owned, managed and maintained by M-NCPPC.

The Chesapeake Beach Rail Trail is being considered in Calvert and Anne Arundel Counties where segments of the 28-mile rail corridor also exist. Eleven miles of the corridor lie in Prince George's County.

The trail would connect M-NCPPC's Walker Mill Regional Park in Prince George's County to Jug Bay Wetlands Sanctuary in Prince George's County and Anne Arundel County and to Chesapeake Beach in Calvert County.

D.C. Trolley Right-of-Way Rail Trail: a proposed rail trail running between Hyattsville and Beltsville. This trail would provide links to the Paint Branch stream valley park system. There is a high degree of interest in this project in College Park and Riverdale.

Glenn Dale Greenway: a linkage of Lottsford Branch and Horsepen Branch in Glenn Dale. M-NCPPC plans to acquire both stream corridors through fee simple acquisition or dedication. This greenway will provide connections to Western Branch and the proposed WB&A Trail. There is also a park of 200+ acres planned at the Glenn Dale Hospital site.

Henson Creek: a stream valley greenway running between the Suitland Parkway and the Potomac River. M-NCPPC owns the majority of the corridor. The greenway provides water quality and resource protection benefits and a connection to the Potomac Scenic Heritage Trail. A 6.5-mile hiker/biker/equestrian trail exists in this corridor, with an estimated three miles to complete.

Indian Creek: a component of the Anacostia Headwaters Greenway. Indian Creek originates south of Laurel and flows through the Beltsville Agricultural Research Center and Berwyn Heights. Linkages occur with both Beaverdam Creek and Paint Branch.

M-NCPPC and the U.S. Department of Agriculture own a majority of the Indian Creek stream corridor. A paved bicycling-walking trail is located in the southern section of the greenway. This path links with the Paint Branch and Northeast Branch trails and Lake Artemesia.

Little Paint Branch: a greenway corridor along Little Paint Branch begins near Calverton and flows south to connect with Paint Branch. Portions of the stream valley are owned by M-NCPPC. The greenway protects riparian resources and provides recreational opportunities.

Mattawoman Creek: a planned stream valley greenway originating near Cedarville State Forest and connecting westward to the Potomac River. Mattawoman Creek forms part of the border between Prince George's County and Charles County. The Prince George's County portion of the corridor is largely privately owned at this time; however, the county has begun to acquire floodplain lands and buffers along the creek.

Northeast Branch: a component of the Anacostia Headwaters Greenway. Northeast Branch originates at the confluence of Indian Creek and Paint Branch. The stream flows to the south, connecting with Northwest Branch to form the Anacostia River just below Bladensburg.

A portion of the paved bicycling-walking trail exists in sections of Northeast Branch. Transportation enhancement funds will be used to connect this trail with Northwest Branch and Sligo Creek. This trail system will provide non-motorized access to the West Hyattsville and Calvert Road metro stations slated to open in late 1993 or early 1994.

Northern Greenway: a protected corridor that connects with Fort Meade in Anne Arundel County to provide an important open space network between Baltimore and Washington. The Beltsville Agricultural Research Center (U.S. Department of Agriculture) and the Patuxent Wildlife Research Center (U.S. Fish and Wildlife Service) properties link to form an extensive resource protection greenway across the northern portion of Prince George's County.

Northwest Branch: a component of the Anacostia Headwaters Greenway. Northwest Branch originates in Montgomery County and links with Sligo Creek near Chillum and Northeast Branch south of Bladensburg. The corridor is owned by M-NCPPC.

A paved bicycling-walking trail exists in sections of the Northwest Branch corridor. Transportation enhancement funds will be used to complete the trail and provide a connection to Northeast Branch. The trail system will provide non-motorized access to metro stations slated to open in late 1993 or early 1994.

Paint Branch: a component of the Anacostia Headwaters Greenway. Paint Branch originates in Montgomery County. The stream valley makes connections with Little Paint Branch, Indian Creek and Northeast Branch. M-NCPPC owns portions of the corridor providing paved trail connections to the University of Maryland, metro, and Lake Artemesia.

Patuxent Regional Greenway: a partially established regional greenway that includes seven jurisdictions extending from central Maryland through southern Maryland. The Patuxent River serves as the spine for the greenway which runs through Howard, Montgomery, Anne Arundel, Prince George's, Calvert, Charles, and St. Mary's Counties. DNR currently owns about 15,000 acres along the Patuxent River and is working with local officials to extend protection along the mainstem.

In Prince George's County the Patuxent River forms the northern and eastern county boundaries. Public properties under the management of DNR, the U.S. Fish and Wildlife Service, M-NCPPC and WSSC make a substantial contribution to the Patuxent Regional Greenway effort. These lands provide many opportunities for nature study and outdoor recreation.

Prince George's County has adopted land use and development regulations for the Chesapeake Bay Critical Area and the Patuxent River Primary Management Area to channel development away from sensitive areas in the Patuxent corridor. Public acquisition of the Patuxent Regional Greenway will continue, and these policies will provide a mechanism for protecting water quality and riparian resources on non-public lands.

Piscataway Creek Greenway: a stream valley greenway originating near Andrews Air Force Base and connecting with the Potomac River. M-NCPPC owns portions of the corridor. Piscataway Creek also links with the Tinkers Creek Greenway, Cosca Regional Park and Rosaryville State Park.

Potomac River Greenway: a potential extension to the Maryland side of the proposed multi-state Potomac River Greenway. Several national parks, (Piscataway, Fort Washington, Oxon Cove and Fort Foote) contribute to the Potomac River Greenway effort. M-NCPPC owns several parcels in the corridor. The county's Chesapeake Bay Critical Area regulations also promote water quality and resource protection considerations in the Potomac corridor. Prince George's County and M-NCPPC have expressed a definite interest in implementing its segments of the Potomac Heritage Trail by adopting and approving the trail proposal master plans in 1975, 1981, and 1985.

Sligo Creek: a component of the Anacostia Headwaters Greenway. Sligo Creek originates in Montgomery County and connects with Northwest Branch near Chillum. M-NCPPC owns and manages the corridor.

The Sligo Creek Park includes a bicycling-walking route along the northwest section of the greenway. WSSC will construct a trail to connect with the Northwest Branch trail, providing an important, non-motorized link between the red and green metro lines.

Southwest Branch: a partially protected corridor that originates near District Heights and flows into Western Branch south of Kettering. Although most of the stream's headwater region is heavily developed, M-NCPPC owns a substantial amount of the lower corridor.

Tinkers Creek: a partially established greenway that originates south of Andrews Air Force Base and connects with Piscataway Creek near Fort Washington. M-NCPPC owns portions of the greenway corridor.

WB&A Trail: a proposed rail-trail for hikers/bikers/equestrians that would connect Washington, Baltimore and Annapolis. In Prince George's County, the trail will run from the Patuxent River, just north of Bowie, to Glenn Dale, with a planned future connection to the District of Columbia near Cheverly.

M-NCPPC is currently negotiating with two property owners (SHA and WSSC) to purchase the last few miles of right-of-way needed. Amtrak has recently agreed to sell approximately two miles of the corridor to M-NCPPC.

Crossing the Patuxent River poses a major challenge to connecting the trail to a proposed extension in Anne Arundel County that would provide connections to the B&A Trail and the Patapsco Regional Greenway in central Maryland. Using neighborhood streets or the Beltsville Agricultural Research Center, the WB&A could connect to the Anacostia Headwater Greenway trail network.

Western Branch: a stream valley greenway that originates near Glenarden and connects into the Patuxent River south of Upper Marlboro. Connections occur with Collington Branch, Southwest Branch and the Chesapeake Beach Rail Trail corridor. M-NCPPC owns sections in all of these corridors.

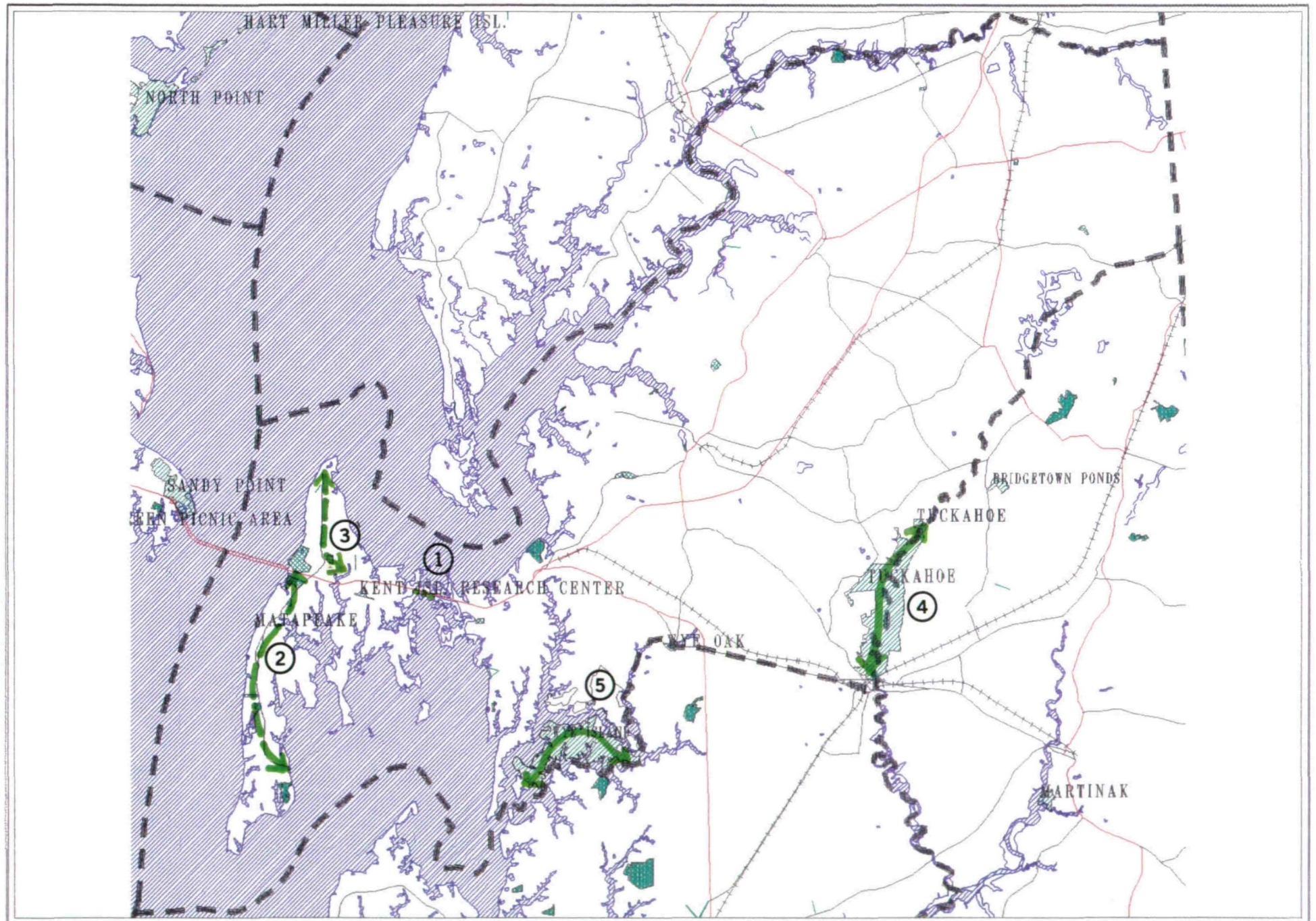
The Western Branch greenway is second in size only to the Patuxent greenway in Prince George's County. The corridor is under continuing acquisition and will have the longest trail system of any Patuxent tributary.

QUEEN ANNE'S COUNTY

QUEEN ANNE'S COUNTY

1. *Kent Narrows Boardwalk*
2. *Matapeake Greenway*
3. *Stevensville Greenway*
4. *Tuckahoe State Park*
5. *Wye Island Natural Resource Management Area*

Queen Annes County





QUEEN ANNE'S COUNTY GREENWAYS

Queen Anne's County is a rural county that has grown in recent years. The state owns over 4,500 acres of land in the county, but there is still a growing need for local parks. The county has over 450 miles of waterfront along the Chesapeake Bay, Eastern Bay and the Chester River.

Like much of the eastern shore, many of the local roads currently serve as scenic bikeways, with wide shoulders, little traffic and attractive landscapes. Some of these bike routes will tie into proposed greenway corridors.

Kent Narrows Boardwalk: a planned boardwalk that will connect the four quadrants of the Kent Narrows. This project will provide pedestrian, waterfront access throughout the Kent Narrows by providing waterfront boardwalks underneath and adjacent to U.S. Route 50/301, MD Route 18 and the recently completed high-level bridge over the Kent Narrows.

The county has recently leased almost 20 acres underneath the new bridge from the State Highway Administration. This land will be utilized for public parking and pedestrian pathways. The county has already committed \$450,000 to Phase I of the project and has received approval for \$364,000 in transportation enhancement funds from MDOT.

The proposed project will utilize two lanes of the old bridge for an east-west pedestrian connection and will use boardwalks underneath the new bridge to provide north-south connections. Businesses and developers are providing sections of boardwalk associated with their property. Plans include a 163-slip marina for watermen on the southwest side, and there may be a small museum established at Wells Cove. This project will provide safe pedestrian access in a highly commercial area that has been awkwardly split by a heavily used highway.

Matapeake Greenway: a potential greenway on the southwest corner of the county. This corridor could provide links between Terrapin Beach Park, a parcel under easement with the Maryland Environmental Trust, Matapeake Harbor of Refuge, and Matapeake State Park. This corridor leads into a well-used bike route along Route 8 leading to Romancoke Pier County Park.

Stevensville Greenway: a proposed rail trail along the Old Love Point Railroad line recently transferred to the county from the Mass Transit Administration. The one-mile trail would run from Castle Marina Road to Old Love Point Park, connecting a residential community and Kent Island Elementary School with the local park. The county estimates that about \$30,000 would be needed to engineer, stabilize and construct a path for pedestrian and bicycle use. A local citizens group has offered to maintain the trail.

Tuckahoe State Park: an existing green area of approximately 1,800 acres owned by DNR. The park is located along the border of Queen Anne's and Caroline Counties. Tuckahoe Creek runs through the park, and a 20-acre lake offers boating and fishing opportunities. The park has camp sites and also includes a 500-acre arboretum featuring trees, plants and shrubs native to Maryland. This area has the potential to tie into greenway corridors in Caroline County and Delaware.

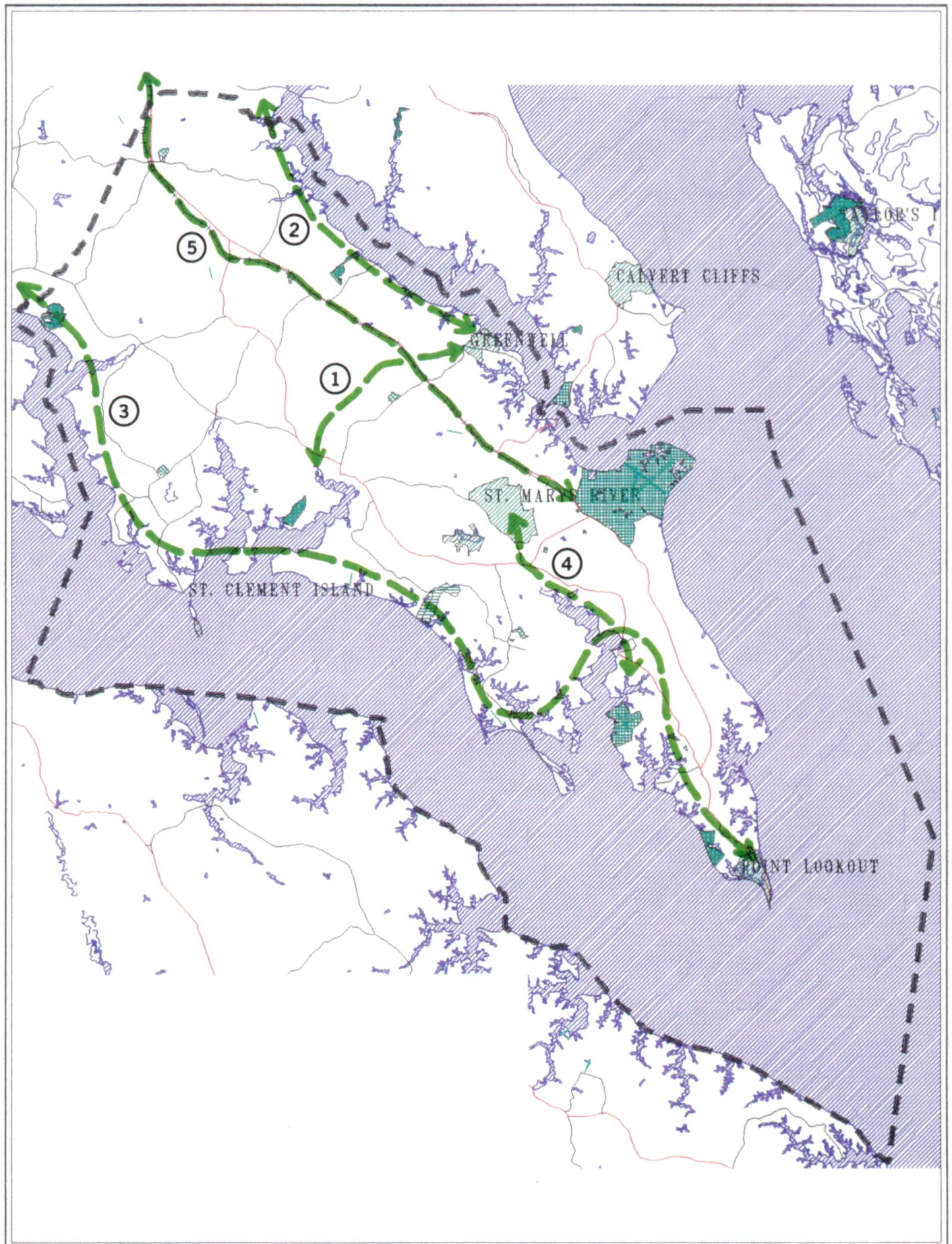
Wye Island Natural Resource Management Area: an existing protected area of over 2,500 acres owned by DNR. Operated as a natural resource management area, Wye Island provides opportunities for hiking, birding, hunting and access to the Wye River and Chesapeake Bay. The area also includes the Aspen Institute, a private organization, which offers additional protection, recreational facilities, a conference center and rustic lodging for small groups, and the University of Maryland's 285-acre agricultural research facility.

ST. MARY'S COUNTY

ST. MARY'S COUNTY

1. *McIntosh Run Greenway*
2. *Patuxent Regional Greenway*
3. *Potomac River Greenway*
4. *St. Mary's River Greenway*
5. *Washington, Potomac and Chesapeake Rail Trail*

St Marys County





ST. MARY'S COUNTY GREENWAYS

St. Mary's County has 400 miles of shoreline along the Wicomico River, the Potomac River, the Patuxent River and the Chesapeake Bay. Much of the county is thus affected by Chesapeake Bay Critical Area and wetlands regulations. As the site of Maryland's original state capital, St. Mary's County is rich in cultural and historical resources.

McIntosh Run Greenway: a potential greenway along McIntosh Run and a small tributary of the Patuxent River. The greenway would cross over the proposed Washington, Potomac and Chesapeake Beach Rail Trail, and could serve as a link between the Potomac River and Patuxent River. This mid-county greenbelt would serve as a buffer around Leonardtown, one of the two development districts in the county.

This corridor would provide a connection between Breton Bay and Greenwell State Park. Presently, there is no protected land along the corridor, but it is possible that dedications could be made during future subdivision development, and any gaps could be eliminated with local acquisitions.

Patuxent Regional Greenway: a partially established regional greenway that includes seven jurisdictions extending from central Maryland through southern Maryland. The Patuxent River serves as the spine for the greenway which runs through Howard, Montgomery, Anne Arundel, Prince George's, Calvert, Charles, and St. Mary's Counties. DNR currently owns about 15,000 acres along the Patuxent River and is working with local officials to extend protection along the mainstem.

In St. Mary's County, several land holdings along the Patuxent River protect diverse areas in the Patuxent Greenway. The Sotterly Plantation, operated by a private foundation, preserves the historic mansion, farm and their environs. Not far down river, the 590-acre Greenwell State Park preserves open space with a focus on outdoor programming for handicapped persons. At the mouth of the Patuxent River, the Patuxent Naval Air Station includes extensive areas set aside as wildlife habitat areas anchoring the southern end of the greenway.

Potomac River Greenway: a potential extension of the 180-mile existing greenway along the Maryland side of the Potomac River. A greenway along the river in St. Mary's County would incorporate historic, water-oriented recreation and natural area conservation themes.

Historic areas currently protected along the river include St. Clements Island State Park (the site where the first colonists landed), Piney Point Lighthouse and portions of St. Mary's City. Public park areas include the Chaptico Wharf Recreation Area, Robert E. Poge Park (Brushwood Wharf), Piney Point

Recreation Area, St. Inigoes Recreation Area and the recently expanded Point Lookout State Park.

Point Lookout State Park includes protected natural areas as well as recreational opportunities. The recent addition to the park provides a connection to a boy scout camp which helps to extend the greenway network.

There are about 1,100 acres of land protected along the Potomac River in St. Mary's County. Additionally, the St. Mary's River State Park and St. Mary's City may provide destination points on an arm of the Potomac greenway along the St. Mary's River.

St. Mary's River Greenway: a potential greenway along the St. Mary's River that could connect St. Mary's City and St. Mary's River State Park. This greenway could connect to the proposed Potomac River Greenway.

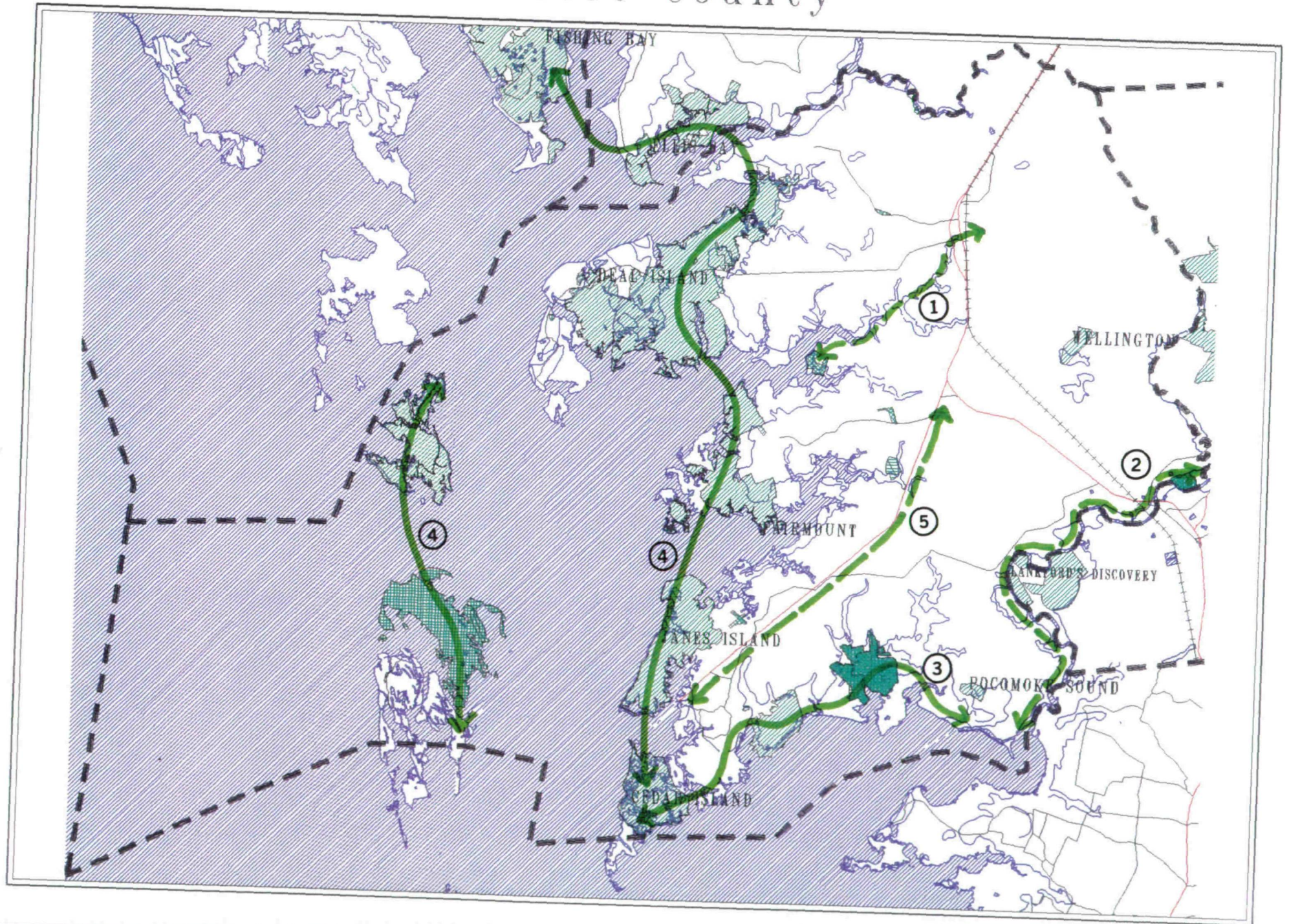
Washington, Potomac and Chesapeake Rail Trail: a potential rail trail along a 25-mile abandoned line now owned by the county. The corridor generally parallels Route 235 in north and central St. Mary's County. Much of the right-of-way remains intact except a portion that was incorporated in the expansion of Route 235. This trail could provide a linkage between Charles County and various points in St. Mary's County. The corridor runs close to St. Mary's State Park and ends at Patuxent Naval Air Test Center.

SOMERSET COUNTY

SOMERSET COUNTY

1. *Manokin River Greenway*
2. *Pocomoke River Regional Greenway*
3. *Pocomoke Sound Greenway*
4. *Tangier Sound Greenway*
5. *Westover to Crisfield Rail Trail*

Somerset County





SOMERSET COUNTY GREENWAYS

Somerset County is one of three counties that has met its open space requirements established by the Maryland Office of Planning. Much of the county is subject to Critical Area and other environmental regulations due to its considerable tidal and non-tidal wetland resources. Principal land uses in the county are agriculture and forestry, both of which contribute to Somerset's continued rural character as well as open space opportunities. DNR owns over 27,000 acres in Somerset County.

Agricultural preservation has become increasingly successful among local farmers, with 23 districts formed as of October 1992. Forest resources increased from 85,000 acres to 87,200 acres from 1965 to 1985 (USDA Forestry Service).

Manokin River Greenway: a potential greenway along the Manokin River. This corridor would link the county-owned Raccoon Point Recreation Area at the mouth of the river with the Manokin River Park in the town of Princess Anne and finally with the University of Maryland Eastern Shore Campus.

Pocomoke River Regional Greenway: a potential multi-county greenway along the Pocomoke River. Representatives from Somerset, Wicomico and Worcester Counties have been considering options for both preserving and promoting the Pocomoke River. The river has many natural and historical attributes that could be exploited to encourage visitors and provide long-term protection for the river and the surrounding landscape. The Pocomoke River is the only state-designated scenic river on the eastern shore.

Protected land along the river in Somerset County is currently limited to wetland areas and one parcel under easement with the Maryland Environmental Trust. In Worcester County portions of the river are protected by the Pocomoke River State Forest and Lankford's Discovery Heritage Conservation area.

Pocomoke Sound Greenway: an existing greenway consisting of three protected land parcels connected by wetlands along the southern border of the county. The corridor includes two portions of the Pocomoke Sound Wildlife Management Area that make up about 1,950 acres, a large parcel protected by the Maryland Ornithological Society and Cedar Island Wildlife Management Area, which protects about 2,900 acres.

This greenway corridor provides environmental protection and wildlife habitat. Hunting is permitted in the state-owned wildlife management areas.

Tangier Sound Greenway: an existing greenway consisting of several large land parcels connected by water routes. In Somerset County, this corridor includes the 2,800-acre Cedar Island Wildlife Management Area, the 3,100-acre Jane's Island State Park, the 4,000-acre Fairmount Wildlife Management Area, and the 12,000-acre Deal Island Wildlife Management Area. The South Marsh Island (approximately 3,000 acres), Smith Island and the Martin National Wildlife Refuge on the west side of the channel should also be considered a part of this greenway.

This greenway corridor extends up Tangier Sound to the Ellis Bay Wildlife Management Area in Wicomico County and Dorchester County's Fishing Bay Greenway through Blackwater National Wildlife Refuge and Taylor's Island Wildlife Management Area. The greenway corridor provides a buffer that enhances water quality in Tangier Sound and provides wildlife habitat and a waterfowl flyway. It connects to the Pocomoke Sound Greenway and forms a buffer along most of the coast line in Somerset County.

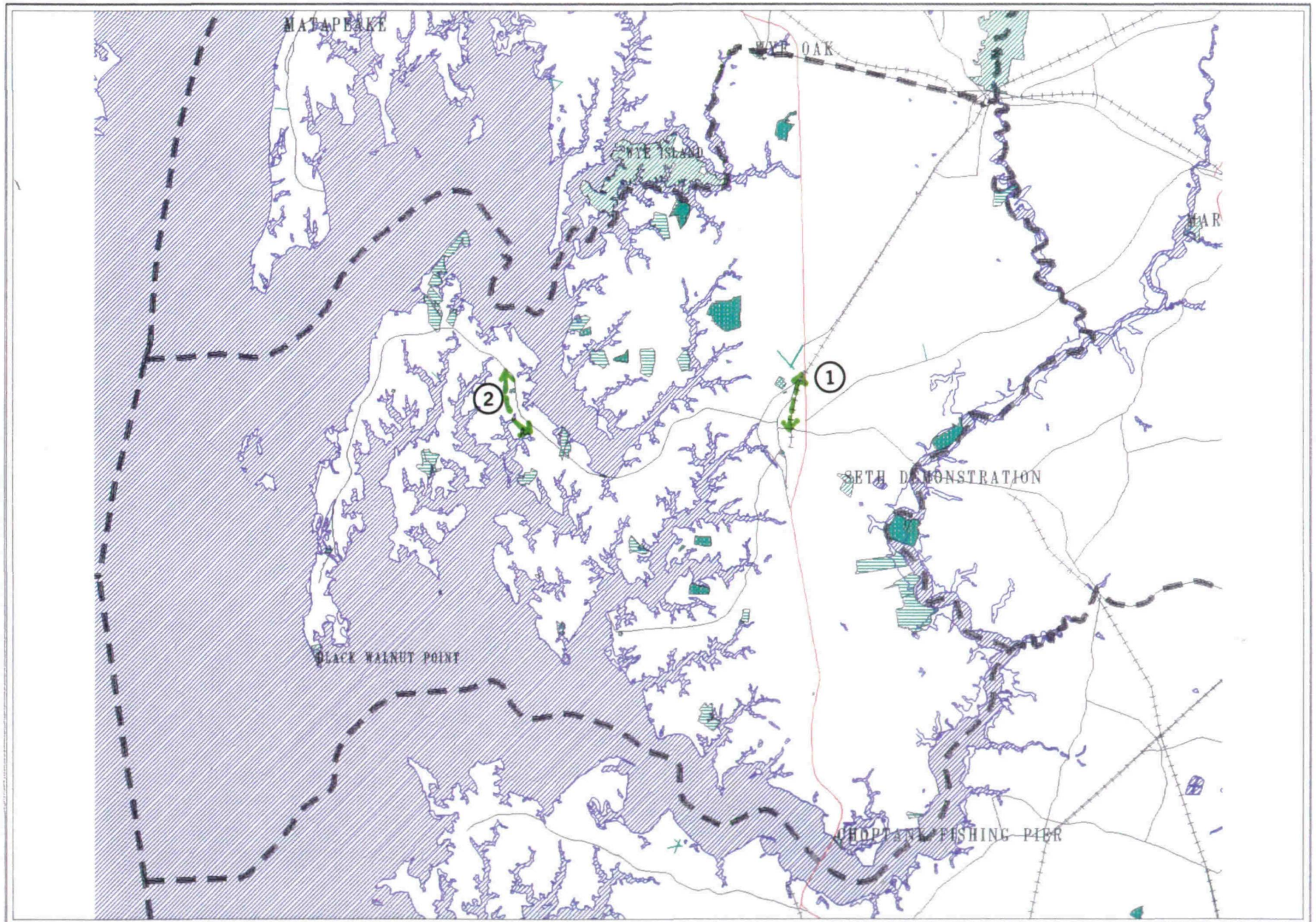
Westover to Crisfield Rail Trail: a potential rail trail along the inactive Pennsylvania Railroad corridor stretching between Westover and Crisfield. The right-of-way runs along Route 13 and leads to the Somers Cove Marina. The corridor is presently owned by MDOT, and the tracks have been removed. The need to eventually widen MD 413 to four lanes must be considered in any plans that impact this corridor.

TALBOT COUNTY

TALBOT COUNTY

1. *Easton Rail Trail*
2. *St. Michaels Parkway*

Talbot County





TALBOT COUNTY GREENWAYS

Still a largely rural county, Talbot has many roadways currently used by cyclists to tour the countryside. To date, there has been little emphasis on establishing greenway corridors at the county level; however, the Town of Easton has been aggressively pursuing development of a rail trail.

Approximately 65,000 acres of land in Talbot County are protected under the critical area law. Almost 4,000 acres are protected under easements with the Maryland Environmental Trust, and another 563 acres are preserved as county and municipal parks. The state owns very little acreage in Talbot County, only 236 acres, by far the smallest amount of state-owned land in any Maryland county.

Easton Rail Trail: a proposed 2.25-mile rail trail running from Idlewild Avenue in the heart of Easton to Route 50. The trail would connect two local parks, Idlewild Park and North Easton Park. The town also plans to restore a historic railroad station to serve as a museum and visitor center.

State officials are working to transfer this segment of the line to DNR, which will in turn lease the property to the Town of Easton. Officials in Easton are planning to seek funding under the new transportation enhancement program.

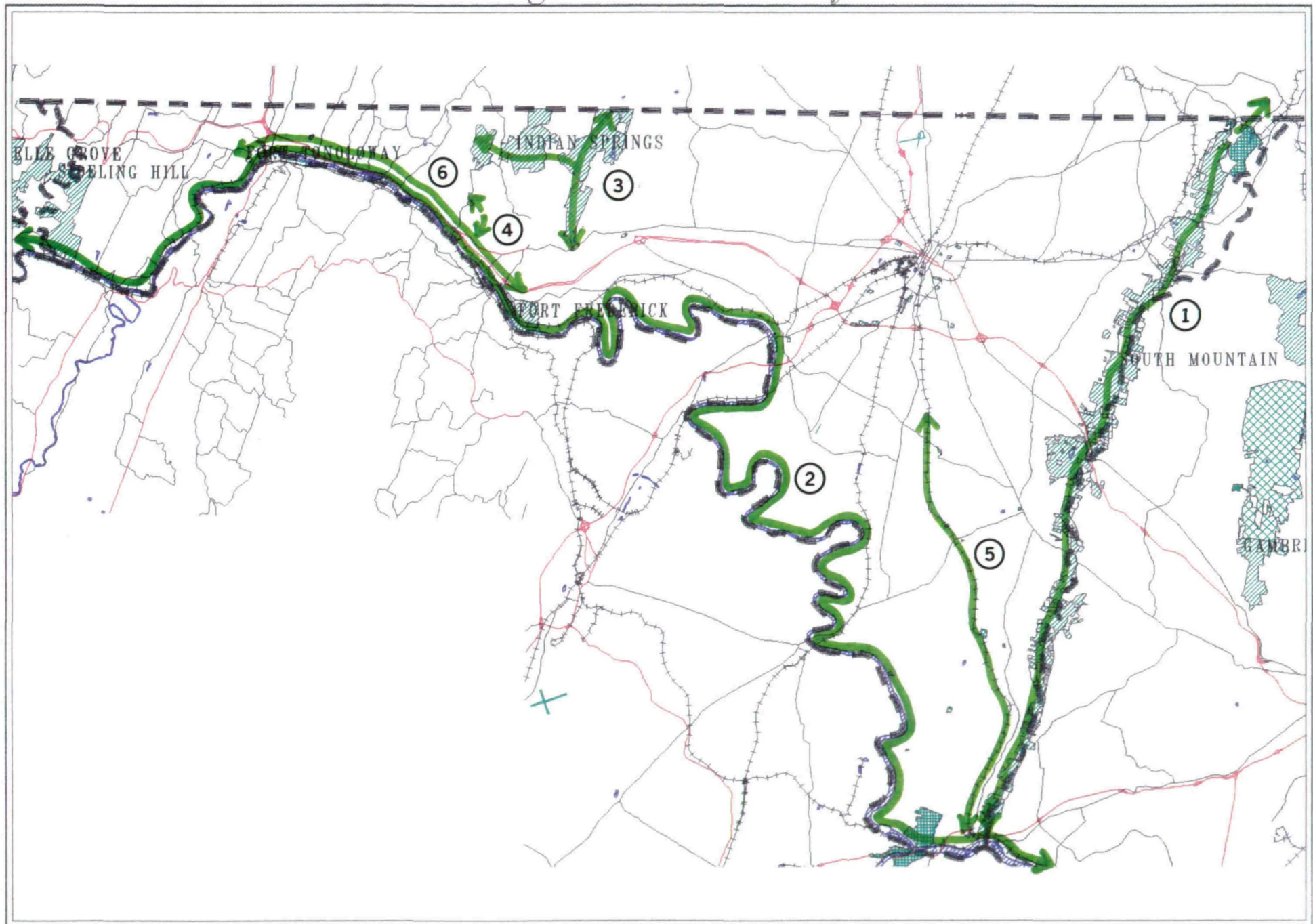
St. Michaels Parkway: a potential greenway around the town of St. Michaels. A parkway is being considered for development along an old railroad right-of-way skirting St. Michaels. A trail or greenway corridor may be included in the design of the parkway. Using Oxford Ferry, it would then be possible to link Easton, Oxford and St. Michaels.

WASHINGTON COUNTY

WASHINGTON COUNTY

1. *Appalachian Trail*
2. *C&O Canal National Historical Park*
3. *Indian Springs Greenway*
4. *Licking Creek Greenway*
5. *Weverton-Roxbury Rail Trail*
6. *Western Maryland Rail Trail*

Washington County





WASHINGTON COUNTY GREENWAYS

All greenways in Washington County are under state or federal jurisdiction as is nearly 90 percent of the park and open space land in the county. Several county park facilities have potential for, or are linked to, existing or planned greenways. Due to the relatively small percentage of park land owned by the county and loss of Program Open Space funding, greenways initiatives in the county will most likely continue to come from the state or federal level.

Blazed trails along ridgelines and private property have been in existence for many years in Washington County. These trails are maintained by trail clubs and volunteers. Some of these trails are currently thought vulnerable due to logging and property closure.

Appalachian Trail: an existing, multi-state greenway stretching from Maine to Georgia through Maryland along the South Mountain Ridge line. About 60 percent of Maryland's portion of the Appalachian Trail lies in Washington County.

In Maryland, the trail begins in Washington County at Pen Mar Park then moves south through South Mountain Natural Environment Area along the border of Frederick and Washington counties, weaving back and forth between the two jurisdictions, until it reaches the C&O Canal.

Most of the trail corridor within Maryland is in public ownership and managed by DNR. However, small sections are currently under private ownership. DNR and the National Park Service are working jointly to identify an alignment that will bring the entire trail under some form of protection.

C&O Canal National Historical Park: an existing 184-mile trail along the Potomac River. One of the park's visitor information centers is located in the Town of Hancock. The trail is an unpaved path utilized by hikers, joggers and bicyclists.

Indian Springs Greenway: an existing greenway composed of the DNR-owned Indian Springs Wildlife Management Area. This area, over 6,300 acres, includes four large tracts of land situated in the western part of Washington County. This is one of the most popular public archery hunting areas in the state. There are also fishing areas and nature trails.

Licking Creek Greenway: a potential greenway connecting Camp Harding Park to the Western Maryland Rail Trail. The county owns the stream bed within the park and may consider options for extending a protected corridor south to the trail.

Weverton-Roxbury Rail Trail: a small DNR-owned corridor approximately 18 miles long in the south county area. The corridor was purchased in 1991 by DNR through Program Open Space. This trail has potential linkages to Antietam Battlefield, Mt. Briar Wetland, Pleasant Valley Park, the C&O Canal and numerous other sites.

A property owned by the State Highway Administration may provide a connection to the Appalachian Trail and could possibly serve as a trail head facility for both trails.

There have been some encroachments along the corridor that will have to be dealt with prior to development. Several major bridges will be required as part of the trail construction, making this a very expensive project.

Western Maryland Rail Trail: a DNR-owned, abandoned rail corridor stretching 20 miles, from Big Pool to Tonoloway. The proposed trail parallels the C&O Canal National Historical Park and provides recreational opportunities which complement the C&O towpath. The corridor provides a connection from Ft. Frederick State Park to Ft. Tonoloway State Park.

This trail will be accessible to multiple user groups including touring bicyclists and disabled persons. DNR has included \$80,000 in the FY94 Capital Budget and hopes to obtain ISTEA funding to begin trail construction. A small section of trail, through the town of Hancock, has been cleared and graded by SHA.

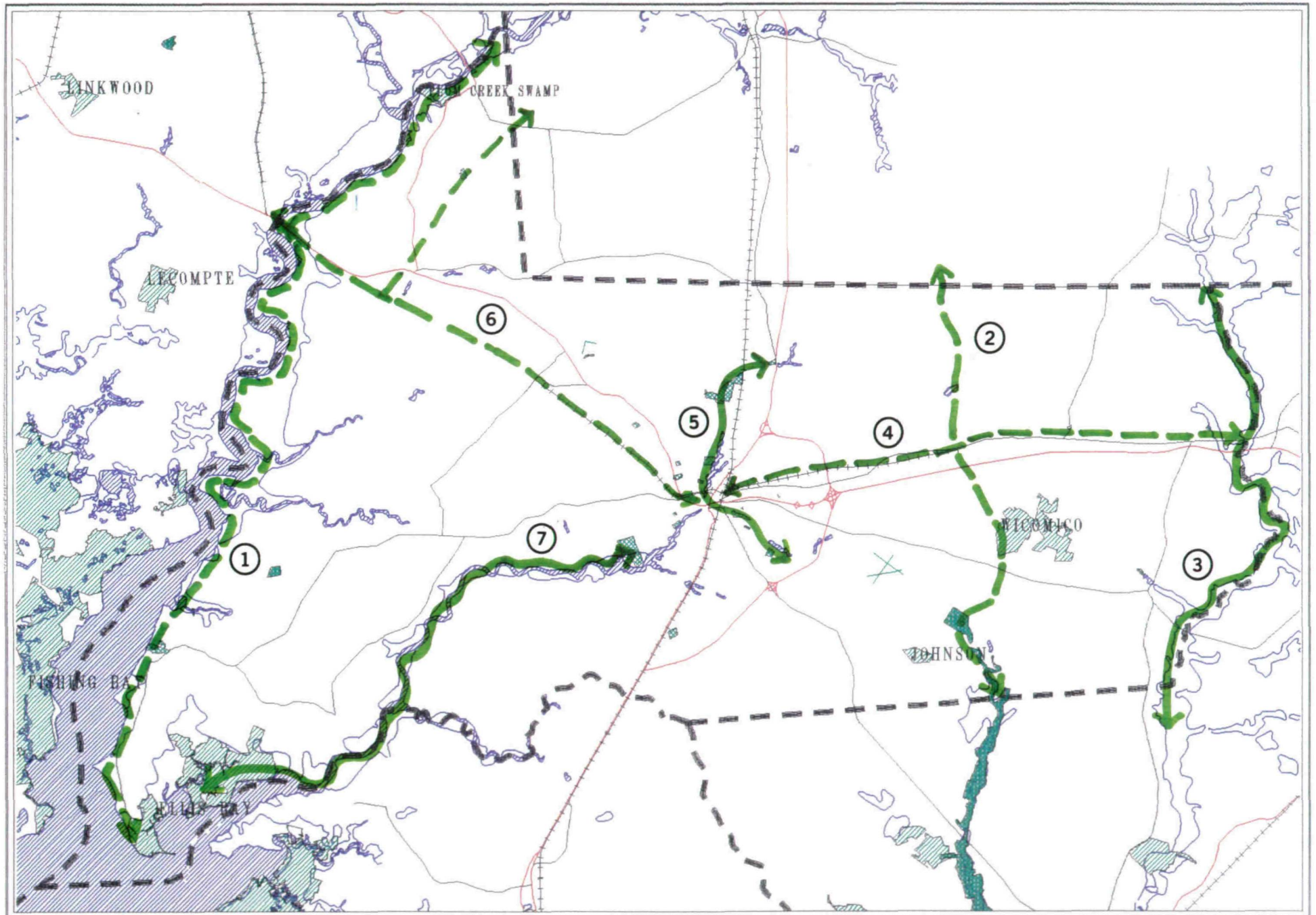
The National Park Service owns an additional 40-mile segment of the abandoned CSX line which runs from Tonoloway to Cumberland, Maryland.

WICOMICO COUNTY

WICOMICO COUNTY

1. *Nanticoke River Greenway*
2. *Nassawango Creek Preserve*
3. *Pocomoke River Regional Greenway*
4. *Salisbury/Pocomoke River Greenway*
5. *Salisbury Urban Park Greenway*
6. *Salisbury Tri-Town Trail*
7. *Wicomico River Greenway*

Wicomico County





WICOMICO COUNTY GREENWAYS

The land characteristics of Wicomico County provide a diverse greenway system for protection of flora and fauna. While there is relatively little publicly-owned land in the county, much land is protected by the critical area and tidal wetland regulations.

The county is looking to establish a network of greenway corridors with an emphasis on developing several user greenways to connect towns and neighborhoods to natural areas. The county is currently working with a consultant on a revised park and conservation master plan that will include a greenways component.

Wicomico County has entered into discussions with Delmarva Power and Light, and the utility is managing certain utility corridors as wildlife corridors.

Nanticoke River Greenway: a potential greenway along the border of Wicomico and Dorchester Counties and extending into Delaware. Although not much land is publicly owned along the river, the land is afforded considerable protection under the critical areas and tidal wetland laws.

The corridor has not been developed and is a very scenic, natural area. This greenway corridor provides protection for water and wildlife and a few areas for recreation or public access.

DNR purchased a large parcel along the greenway from the Conservation Fund. The site is known as the Eastern Shore Wildlife Management Area and consists of 1,588 acres.

Nassawango Creek Preserve: a partially protected greenway along the Nassawango Creek. The Nature Conservancy owns about 3,300 acres along the Nassawango in Wicomico and Worcester Counties. In Wicomico County, the Wicomico State Forest provides additional preserved land along the creek.

This corridor serves environmental protection purposes by providing habitat for plants and animals and also protects water quality in the creek which is home to some of the northernmost bald cypress forest in the country.

Much of the area is not suitable for public access; however, there is a nature trail that begins at the Furnace Town Village. The Nassawango Creek Preserve also hosts limited canoe trips from Red House Road downstream.

Pocomoke River Regional Greenway: an existing greenway along the Pocomoke Scenic River in Wicomico, Worcester and Somerset counties. Although the land along this corridor in Wicomico County is privately owned, it is protected by critical area regulation and local zoning. The corridor is part of

the public drainage system, and paths are maintained by the local government. This area is not suitable for public access but is an excellent wildlife corridor. There are significant public landholdings along the river in Worcester County.

Salisbury/Pocomoke River Greenway: a potential greenway that would provide a protected greenway across the eastern section of the county and link the greenways network in Salisbury to proposed corridors along Nassawango Creek and the Pocomoke River. Between Salisbury and Parsonburg, the corridor could be established by utilizing wetlands and an inactive rail line. If an agreement could be reached to utilize the county's tax ditch system, the corridor could continue to the Pocomoke River.

Local parks along the corridor would provide areas for public access, and the greenway could continue to serve as an excellent wildlife corridor.

Salisbury Tri-Town Trail: a potential rail trail conversion along an inactive line running between Salisbury and Hebron. The corridor could possibly be extended along a utility corridor that leads to Mardela Springs with branches west to the Nanticoke River and northwest to San Domingo Park and on into Delaware.

The rail line is currently owned by the state, and county officials are working with the Mass Transit Administration to transfer the property to DNR which would then sub-lease the property to the county. Once the county has ownership of the property, a hiker/biker trail will be developed that ties into the existing cycling network around Salisbury. When this phase is completed, possibilities for extending the trail along the utility corridor will be further explored.

Salisbury Urban Park Greenway: an existing greenway radiating in two directions from the City of Salisbury. The corridor begins at River Walk Park in the heart of Salisbury and moves northward along the North Prong of the Wicomico River and Johnson's Lake. The corridor includes the Port of Salisbury, North Lake Park, Deers Head State Hospital, Northwood Industrial Park, Naylor Mill Park, Wicomico County Athletic Complex and ends at Leonards Mill Park.

To the southeast, the greenway corridor extends along the South Prong of the Wicomico River and Beaverdam Creek. Beginning at River Walk Park, this branch of the greenway includes Municipal Park, the Salisbury Zoological Park and ends at Schumaker Park.

This urban greenway provides links to the Wicomico Youth and Civic Center, Wicomico Senior High School and the Elks Lodge and Golf Course. The greenway has paths for walking and bicycling, and there are paddle boat facilities on the river. It also has the potential to be expanded to connect to other greenway corridors.

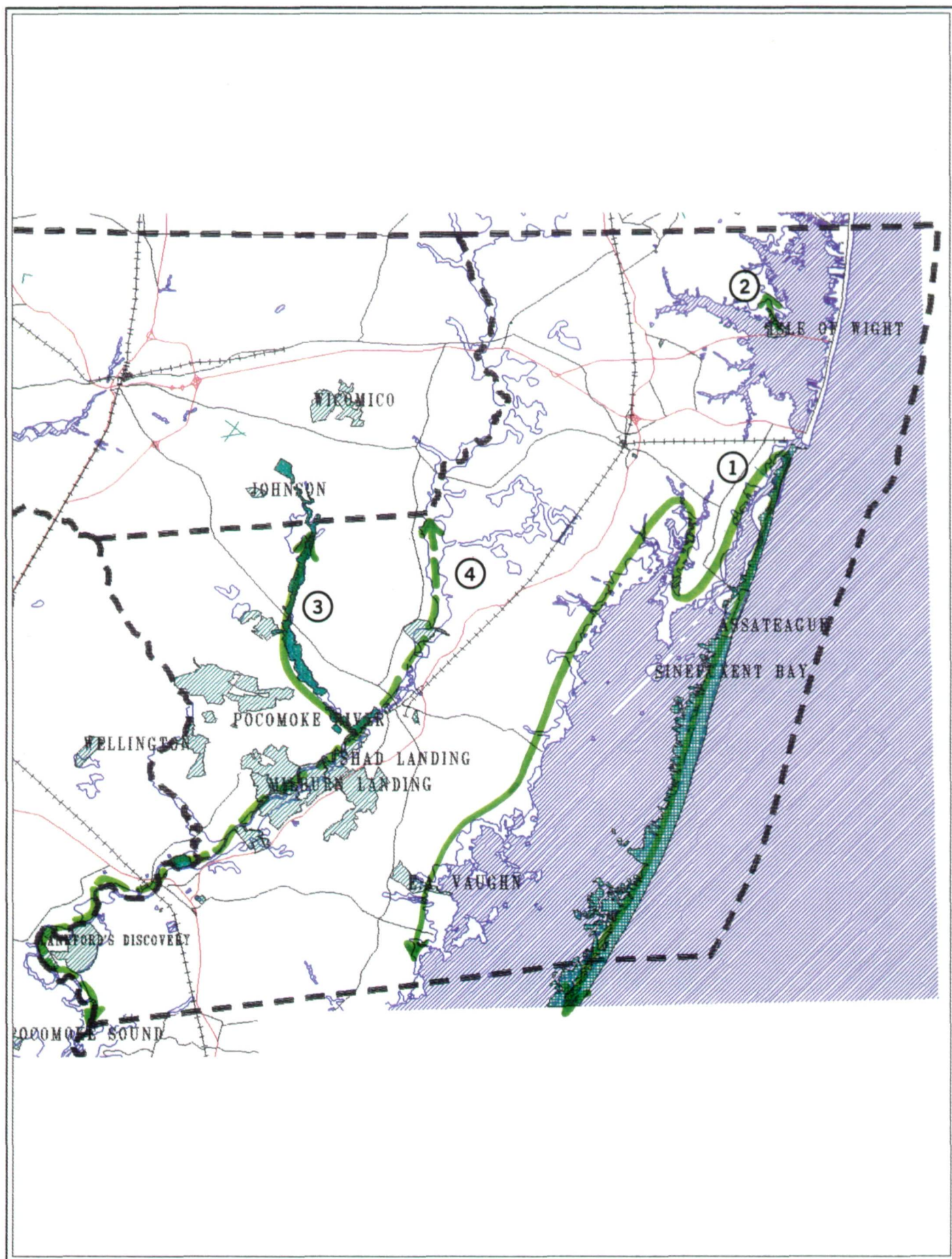
Wicomico River Greenway: an existing wildlife corridor along the Wicomico River. Although tidal wetlands surround much of the river, a large stretch (White Haven to Salisbury) has been heavily developed in past years. The river still provides a major waterfowl corridor, and over 2,000 acres of land is protected at Ellis Bay Wildlife Management Area at the southwest end of the corridor.

WORCESTER COUNTY

WORCESTER COUNTY

1. *Assateague Island National Seashore*
2. *Isle of Wight*
3. *Nassawango Creek Preserve*
4. *Pocomoke River Regional Greenway*

Worcester County





WORCESTER COUNTY GREENWAYS

Major river systems are the spine of the county greenways linking its natural, historical and recreational resources. The Pocomoke and the Nassawango Creek offer opportunities for both active and passive recreational use, water quality enhancement and areas for wildlife habitat.

There are few opportunities for greenways on local land. Efforts are being made to create an aesthetic corridor along major roads by establishing a 50-foot setback. Visually, a canopy would overhang creating a network of scenic roads and by-ways.

Assateague Island National Seashore: a barrier island greenway owned and managed by the National Park Service and DNR. The Maryland corridor connects to the Chincoteague National Wildlife Refuge in Virginia. The National Park Service operates a visitors center on the mainland approach to the island, and there is a trail running along the island south of the state park.

In addition, the perimeter around Chincoteague and Sinepuxent Bays is protected by wetlands regulations and provides a protected buffer. Worcester County has also adopted a setback ordinance along the coastal bays that provides additional protection.

Isle of Wight: an island greenway owned by the state of Maryland and Worcester County. The island is currently used for recreational boating, fishing and shell fishing primarily by visitors from neighboring Ocean City. It may be possible to expand the area of this greenway northward to protect and preserve the fragile salt marsh environment.

Nassawango Creek Preserve: a partially protected greenway along the Nassawango Creek. The Nature Conservancy owns about 3,300 acres along the Nassawango in Wicomico and Worcester Counties. The bulk of the protected lands are in Worcester County.

This corridor serves environmental protection purposes by providing habitat for plants and animals and also protects water quality in the creek which is home to some of the northernmost bald cypress forest in the country. The preserve is maintained by a dedicated corps of volunteers.

Much of the area is not suitable for public access; however, there is a nature trail that begins at the Furnace Town Village. The Nassawango Creek Preserve also hosts limited canoe trips from Red House Road downstream.

The Nassawango Creek Nature Preserve includes land along the Pocomoke River from the mouth of the creek to a point across the river from the Snow Hill sewage treatment plant.

Pocomoke River Regional Greenway: a potential greenway along the Pocomoke River. Options for utilizing and preserving this river's scenic and historic attributes are being explored by officials in Worcester, Somerset and Wicomico Counties.

The Pocomoke is a state-designated scenic river. In Worcester County, the river passes through several DNR properties including the Pocomoke Wildlife Management Area, Pocomoke State Forest and Pocomoke State Park. The river also connects to the Nassawango Creek Preserve, and The Nature Conservancy owns several parcels along the river further north. Several state and municipal parks provide access to the river.

The Environmental Protection Agency, the National Park Service, DNR and local governments are working together to explore possibilities of linking the Pocomoke River with other natural and historic features in the region.

APPENDIX A

Department of Natural Resources Land Designations

State Parks - Authority of Natural Resources Article, Subsection 5-209, Annotated Code of Maryland, as defined in COMAR 08.07.06.01

- General Recreation Parks - means an area suitable for light to medium recreational development and use. Development may include any of the facilities found in a multi-use state park, but on a lesser scale.
- Historic or Scenic Area - means an area of special or unique State historic interest or scenic interest. Development depends on the size and the significance of the area and may include any facility found in a multi-use state park, but may not intrude on the historical or scenic features of the area.
- Natural Environment Area - means an area, generally 1,000 acres or more of significant natural attraction or unique geological, botanical, or biological significance. Development is generally confined to trails, interpretive facilities, and limited parking, water and sanitary facilities, and picnicking facilities.
- Natural Resources Management Area - means an area where multiple-use management practices are employed for the maximum use of the natural resources of the area. Preparation of plans for the development and management of an area are the joint responsibility of the Forest, Park, and Wildlife Service and the Tidewater Administration. Upon approval of a plan for an area, the Secretary of Natural Resources shall designate the responsibility for coordinating the management of the area to a unit of the Department.
- Multiple-use State Park - means an area, generally 1,000 acres or more, with physiographic features suitable for intensive recreational development and use. Development may include roads, parking areas, picnic areas, camping areas, cabins, beaches or pools, bathhouses, sanitary facilities, marinas and boat launching facilities, hiking, visitor centers, nature study, historic or scenic areas, facilities for the handicapped, and other related developments.

- *Roadside Picnic Area* - means a roadside area developed only for picnicking, including a parking area and water and sanitary facilities.
- *Sensitive Management Area* - means an area generally less than 100 acres of unique and fragile physiography, flora and fauna considered in need of special protection to preserve its special characteristics. Sensitive management areas are withdrawn from all development and artificial alteration. Only those activities compatible with preservation of these areas are permitted such as hiking, birdwatching, and nature walks.
- *Waterfront Park* - means an area with a waterfront on the ocean, a bay, or a lake as its principal attraction. Development may include any facility found in a multi-use state park.

Wildlife Management Areas - Authority of Natural Resources Article, Subsection 10-808, Annotated Code of Maryland, as defined in COMAR 08.03.02.01

- *Cooperative Wildlife Management Area* - means an area under private, corporate, or local government ownership for which the landowner or his agent allows controlled public wildlife recreation opportunities in accordance with the provisions of a cooperative agreement of lease with the Forest, Park, and Wildlife Service.
- *Managed Hunting Area* - means a wildlife management area or cooperative wildlife management area for which written permission from the Service is required for hunting.
- *Wildlife Management Areas* - means an area acquired by the State to protect, propagate, or manage wildlife, or for hunting purposes, and which entire control of the area of land and water shall be under the Services's direction.
- *State Wildlife Refuge* - means a designated area on any State-owned or leased or federally-owned forest, land, or water in which wildlife may not be hunted, disturbed, or molested at any time.
- *"Wildlife natural resources management area"* means an area where multiple-use management practices are employed for the maximum use of the natural resources of the area. Preparation of plans for the development and management of an area is the joint responsibility of the Forest, Park and Wildlife Service and the Capital Programs Administration.

State Forests - Authority of Natural Resources Article, Subsection 5-209,
Annotated Code of Maryland, as defined in COMAR 08.07.01.01

- State Forests - The State Forests of Maryland are managed to promote the coordinated use of the varied resources and values for the benefit of all people, for all time. Water, wildlife, wood, natural beauty and opportunities for natural environmental recreation, wildlands experience, research demonstration areas, and outdoor education are major forest benefits.

Wildlands - Authority of Natural Resources Article, Subsection 5-1201,
Annotated Code of Maryland

- State Wildlands - means "wildlands" owned by the State and includes the following three types:

Type 1. A primitive area which by its size or location is in effect untouched by urban civilization, and can offer the experience of solitude and self-reliance. Since lands at the higher elevations are important for protection of watersheds, are ecologically vulnerable if unwisely altered by human interference, and may be uneconomic for logging and construction, they may be suitable for this classification.

Type 2. A unit of importance for all the natural sciences, especially ecology, and with outstanding value for education, research, and appreciation of natural processes. Preservation in this desired natural condition is the prevailing purpose of these holdings. Visitation shall be regulated to ensure this preservation on a permanent basis.

Type 3. An area which is not of ecological or primitive stature, but which has the appearance of being in an untouched natural state or is capable of attaining that appearance if held and managed for this purpose.

Power Plant Sites - Authority of Natural Resources Article, Subsection 3-303,
Annotated Code of Maryland

- Power Plant Sites [Subsection 3-305 (a) (4) (b)] - . . . The Secretary holds the property in the name of the State and may not permit its temporary use for any purpose which might logically be expected to impede its prompt availability for power plant siting as and when needed. Temporary uses which the Secretary may authorize may include but are not limited to public recreational facilities, including

open space areas, parks, forests and beaches, fish and wildlife refuges and other public recreational uses as authorized within this article.

Fish Management Areas - Authority of Natural Resources Article, Subsection 4-401, Annotated Code of Maryland

- State Fish Refuges and Hatcheries in Tidal and Nontidal Water (Subsection 4-404) - an acquired area of water or land may be used to create and maintain State fish refuges, or for fish management. (Subsection 4-408) - The Department may erect and maintain any suitable fish hatchery, nursery, pond, or rearing station to propagate fish in order to manage the waters of the State. Hatcheries, nurseries, ponds, and rearing stations shall be maintained by Department funds.

Natural Heritage Areas - Authority of Natural Resources Article, Subsection 5-1501, Annotated Code of Maryland

- Heritage Areas [Subsection 5-1504(a)] - The Department shall manage land or interests in land acquired under this subtitle to assure:
 - (1) The continued existence of any unique ecological features;
 - (2) The continued survival of any rare, threatened, or endangered plant or animal;
 - (3) The protection of forestlands and wetlands, although timber harvesting may be allowed under an approved forest conservation plan; and
 - (4) The protection of the Chesapeake Bay and its tributaries and of water quality anywhere in the State.

APPENDIX B
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